

**Caltrans District 5 / City of San Luis Obispo
Broad Street Enhancement
Community Outreach Input Report
Spring 2004**

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Broad Street Enhancement Community Outreach Input Report, Spring 2004

Executive Summary

The City of San Luis Obispo (City) and California Department of Transportation District 5 (Caltrans) hosted two community planning workshops to engage the community in the development of a community vision for the Broad Street neighborhood between Rockview Place and High Street in San Luis Obispo, California. The workshops were held on Saturday, May 8, 2004, (attended by 86 people) and Thursday, May 20, (attended by 92 people) at the Grange Hall in San Luis Obispo. The attendees included area residents, local business owners, public agency representatives, local media, and members of neighborhood associations and other community based organizations.

The first workshop, on May 8, 2004, involved the identification and prioritization of community values along the Broad Street corridor. Process and background information was provided to attendees. The workshop goal was to develop consensus on a vision for the Broad Street area that would balance the transportation needs served by State Route (SR) 227 with physical improvements, such as housing, businesses, bike paths, landscaping, and changes to the street, that are intended to enhance the neighborhood's livability while enhancing the safety and efficiency of the highway.

During the second half of the workshop, participants used electronic polling to specify individual community values. The highest priorities for those in attendance included reducing traffic impacts, safe biking and walking, neighborhood identity, and free-flowing streets. Workshop participants also met in small groups to develop concept maps that they later presented to the full audience.

The second workshop, on May 20, 2004, involved taking the previously identified community values and further prioritizing the associated neighborhood features. An example of a neighborhood feature is crosswalks to support pedestrian safety.

The result of the workshops was the development of a map that reflects the preferred community vision and outlines the types of enhancements the community is interested in having as part of the neighborhood. The findings will be presented to the City Council in fall 2004, and an area plan will most likely be initiated in 2005. This significant planning effort has assisted the City and Caltrans in developing a community vision to initiate the short- and long-term improvement of the Broad Street corridor between Rockview Place and High Street.

Community Leader Meeting

A pre-planning stakeholder meeting was held prior to the public workshop process. The pre-planning meeting was held on Thursday, March 4, from 6:00–8:00 p.m. at the Grange Hall in San Luis Obispo. Over 40 community leaders were mailed invitation letters. Follow-up phone calls were placed to encourage participation. Twenty-three community leaders attended the meeting. The purpose of the meeting was to provide an overview of the long-range planning effort and enable community leaders to communicate with their neighbors and constituents about the community planning workshops. The community leaders provided valuable input regarding how best to involve the public in the planning process. Many of the community leaders committed to help spread the word about the workshops.

Summary of Public Workshop #1 (May 8, 2004, 9:00 a.m.–12:30 p.m.)

Overview

On May 8, 2004, Caltrans District 5 and the City of San Luis Obispo (City) hosted a public workshop at the Grange Hall in San Luis Obispo to share information and obtain public input about the Broad Street Enhancement Project. A total of 86 people signed-in and included representation from:

- area residents,
- local businesses,
- Cal Poly,
- the San Luis Obispo Railroad Museum,
- the Parks and Recreation Commission,
- the City of San Luis Obispo, and
- local media.

Project Team Attendance

- Rich Krumholz, Caltrans
- Dan Herron, Caltrans
- Bob McNew, Caltrans
- Aileen Loe, Caltrans
- Mike Drazé, City of San Luis Obispo
- Michael Codron, City of San Luis Obispo
- Peter Brown, San Luis Obispo Council of Governments (SLOCOG)
- Bonnie Hays, Jones & Stokes
- Melinda Posner, Jones & Stokes
- Kristin Warren, Jones & Stokes
- Chuck Anders, Strategic Initiatives

Workshop Format

Registration and Passive Education

Historical growth projections, past planning efforts, existing General Plan and zoning designations, and opportunities and constraints maps were made available for an open house-style passive education session. Informal discussions took place between the public and project representatives.

Welcome/Introduction

Mike Drazé began the meeting by describing the purpose of the workshop—to develop a vision for the Broad Street neighborhood that could be carried forward in Caltrans’ and the City’s future planning efforts. Mike explained that a stakeholder meeting was held with community leaders in March to identify interests, issues, and recommendations about initiating the planning effort. Mike also described the outreach that had been conducted prior to the meeting, including direct print and electronic mail, media coverage, and paid advertising in the local newspaper. Mike then introduced project team members from Caltrans, the City, and Jones & Stokes.

Rich Krumholz of Caltrans described the partnership between the City and Caltrans, and touched on Caltrans’ policies regarding nonmotorized modes of transportation, context sensitive solutions, and Caltrans’ interest in promoting and facilitating livable communities for smart growth. Rich also generally characterized how the SR 227 (Broad Street) operates today: 32,000 vehicles a day, with about 3,000 vehicles per hour during peak hours.

Meeting Format / Agenda Review

Melinda Posner explained Jones & Stokes' role in facilitating the workshop. Melinda described the workshop goals of developing consensus about a vision for the area. She also outlined the specific steps that would be undertaken to complete the activities for the morning session. She reviewed the agenda and introduced the Spanish interpreter. She then re-introduced Mike Drazo to provide the background and context for the visioning session.

Background Information

Mike Drazo detailed land use and circulation planning efforts to date and explained the opportunities and constraints map. The purpose of the community values exercise—to identify key values and interests on behalf of participants—as well as the key “outcomes” of a successful vision were described. It was explained that the ranking of community values would be used to help identify a “preferred plan” for the area.

Community Values Identification and Prioritization

Chuck Anders of Strategic Initiatives introduced the “clicker technology” and collected demographic data. Chuck explained that CoNexus Interactive Polling Technology is an effective tool to gather information from a large group of people at one time, and that it also assists in productive discussions on key community issues. He stated that while the collective response percentages are important and interesting, the subsequent discussions about why the community responds as it does is even more important in identifying community concerns and opinions.

Participant Demographic Information

Using CoNexus Interactive Polling Technology, demographic information was obtained from those who were in attendance and participated in the polling session. Approximately 71 of 86 attendees participated in the polling. A summary of results from the demographic polling is provided below.

- 44% of the polled participants were female, while 56% were male.
- 71% of the meeting participants lived in the area.
- 42% of attendees work within the planning area.
- 29% of attendees had at least a 4-year college degree
- 47% of attendees were 51–65 years old, while 33% were 36–50.
- 88% of meeting participants were of Anglo/white descent.

Additional demographic results are provided in Attachment 1.

Community Values Ranking

Chuck Anders presented a list of community values that had been developed based on early conversations and input from planning team members from Caltrans, the City and Jones & Stokes. Participants were then asked to identify any additional values and/or to modify value descriptions in the list. Several revisions were made as suggested by attendees. Participants were then asked to prioritize the revised list of eight community values. The results of the polling, which reflect the collective thinking of the group, are listed below.

Top Community Values (Highest to Lowest Priority)

1. Reduce traffic speed, improve safe turning opportunities and local circulation, reduce traffic noise.
 2. Provide safe pedestrian and bicycle access through and within the planning area.
 3. Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded public facilities, protect historical resources.
 4. Protect and/or enhance existing residential character.
 5. Mix of land uses and densities that contribute to economic sustainability, including expanding residential opportunities.
 6. Improved transit services and facilities.
 7. Environmental sustainability.
 8. Accommodate future automobile traffic.
-

Small Group Map Exercises

The large group was then split up into eight small groups. Each group was given a large-scale blank map, as well as several smaller individual maps, a packet of colored pens, and a flip chart to document their vision for the community. The prioritized community values were used to guide the development of the individual and collective concept maps from each of the small groups. Every group had a project team facilitator, a recorder who wrote down the comments from the group, a reporter who presented the group's final product to the rest of the large group, and a timer to keep the group on track.

Group Map Presentations

Each of the eight small group presenters presented their group's concept to the larger group. Conceptual visions were described including large broad-brush approaches and, at times, specific parcel-by-parcel breakdowns. Key elements

and comments from each map exercise are included in Attachment 2. The individual maps can be viewed in Attachment 3.

General Comments

During the group concept map sharing portion of the workshop, participants expressed various comments and asked questions. Their comments included the following.

- Cyclists need to learn rules of the road. I ride the wrong way because I'm afraid to cross Broad. I sold my bicycle after moving here because it's too unsafe, insufficient sidewalks, too many bushes on sidewalks. I can't see. Broad Street parking impacts bike access.
- Reduced traffic speed is not necessarily related to improved safe turning. Who would fund a pedestrian overpass?
- What's the role of the railroad?
- Are there current studies regarding traffic speed on Broad?
- Noise level.
- Zoning changes to increase/enhance residential character.
- Loss of night sky due to light pollution.
- Environmental sustainability.
- Reroute SR 227.
- Protect historic resources.
- Meeting facilities (public).
- Safe pedestrian/bike access.
- Develop a sense of place.
- Different sides of Broad Street have different issues and perspectives.
- If bus didn't use loop more people would use it. The loop takes too long.
- Buses take up lanes, especially in morning near the airport.
- People who live close to work don't use transit.
- Jitney buses might provide more flexibility.

Wrap-Up

The project team expressed appreciation for the community's time and effort. It was explained that Caltrans and the City will review the draft concepts and look closely at how they meet and/or are consistent with other community values. The next step is the second community planning workshop scheduled for May 20,

2004, at the Grange Hall from 6:00–9:00 p.m. The “clicker” technology will be used to identify the preferred features to include in a final concept. The group was then adjourned for lunch. Project team members were available during the lunch to answer additional questions from the public.

Written Comments

Some members of the public provided written comments by either filling out a comment card or sending email. The following comments represent individual perceptions. The comments below are organized in the following categories:

Comment Card Submittals (comments are verbatim)
Safety: Signals/Speed Limit/Parking Comments
<p>We are out of town this weekend but we feel strongly about the following:</p> <ul style="list-style-type: none"> • A signal between Orcutt and South St. • Median with trees • Speed limit enforcement • 55 mph south of Orcutt is too fast! <p>Maybe enhancing the area will slow people down. It's like a freeway from South St. all the way to Price Canyon.</p>
<p>Lower speed limit with traffic calming.</p> <p>Consider signal at midpoint of Broad.</p> <p>Slow traffic; break with 1 signal or more.</p>
<p>Parking on Broad comes too close to access streets intersections, particularly with trucks.</p> <p>Multiple high traffic access streets too close; creates traffic hazards in Broad turn lane.</p> <p>Major problems between Stonebridge and Lawrence near rear-ends <u>very</u> frequent with people leaving and entering Broad at same time.</p>
<p>In the meantime, please reduce the speed limit on Broad Street. Many solutions exist to enhancing safety for motorists, bicyclists, and pedestrians. But enforcing a 35 mph speed limit is probably the least expensive way.</p>
<p>Most critical is the need for a traffic light at Stoneridge & Broad Streets.</p> <ul style="list-style-type: none"> • Each time I pull out into the middle lane of Broad Street from Stoneridge Drive I feel as if I'm taking my life into my hands. Sometimes people “ride” long distances in that middle lane and they've nearly crashed head on into me. Sometimes I pull into the middle lane at the same time someone from a nearby street is pulling into that lane, also a potentially dangerous situation. Sometimes the street lines are faint (need to be repainted) and it's difficult to even tell where the middle lane is located. • We may be the only housing development that has no left turn access onto Broad Street without first crossing heavy traffic. • Between Orcutt and Santa Barbara streets there are no crosswalks! This, of

Comment Card Submittals (comments are verbatim)
<p>course, discourages people from walking. Often I see people crossing anyway, dodging dangerous traffic.</p> <p>Aesthetically, I'd love to see some traffic islands with plants or trees in the middle of this stretch of Broad Street. It would transform the street from ugly, industrial, to an appealing boulevard.</p> <p>Immediately, the street can be made safer by limiting how closely cars (especially SUVs, trucks, and vans) can park on Broad near streets that enter into Broad Street. For example, when I'm trying to pull onto Broad from Stoneridge Drive and vehicles are parked nearby on Broad St. it can be nearly impossible to see approaching traffic.</p>
Process Comments
<p>Good forum for discussion but I don't think it is possible to get a good cross-section of opinion by using groups. Better to let each person submit specific ideas instead of allowing others to influence.</p> <p>One question should have asked "What side of Broad do you represent or affiliate with?" It is as important as "gender" or "work/not work". The two sides are not now "single neighborhood."</p> <p>Looked at City web site, including Com. Dev. Page and was unable to locate info on this session (finally found on Tribune web page). We receive too much junk mail—flyer must have been missed and had thrown out the paper before we made note of meeting times.</p>
<p>I am a property owner at Broad and Humbert St.</p> <p>I was not notified of the meetings and found out by accident. Can you please note my mailing address on Kendall Lane in Danville and provide F.U. information to me.</p>
<p>The meeting this morning was excellent. I revived my faith in democracy.</p>
Bicycle/Pedestrian Access Comments
<p>Improve pedestrian crossing opportunities along entire corridor.</p> <p>Improve ped/bike crossing opportunities at railroad tracks.</p>
<p>Provide bike/pedestrian access across Broad at midpoint of Broad.</p> <p>Plan for pedestrian/bike bridge over railroad tracks connecting Broad St. corridor to Sinsheimer Park and RR Recreation Trail.</p>
Circulation Comment
<p>In the long-term, highway 227 should be re-routed to connect with the Prado Exit.</p>
Mixed Use Comments
<p>Between Fire Department and MSB:</p> <p>Neighborhood services—Grocery Store</p> <p>Mixed Use—apartments over commercial</p> <p>Have City buy property: develop mixed use non-profit "campus"—apartments over office.</p>
<p>Zone both sides mixed-use commercial</p>

Summary of Planning Workshop #2 (May 20, 2004, 6:00–9:00 p.m.)

Overview

On May 20, 2004, Caltrans and the City hosted a second public workshop at the Grange Hall in San Luis Obispo to obtain public input to prioritize the neighborhood features identified at the Broad Street Enhancement Planning Workshop #1 on May 8, 2004. A total of 92 people signed in and included representation from the following:

- area residents,
- local businesses,
- the City of San Luis Obispo,
- the San Luis Obispo Bike Coalition,
- the San Luis Obispo Police Department, and
- the San Luis Obispo Railroad Museum.

Project Team Attendance

- Rich Krumholz, Caltrans
- Dan Herron, Caltrans
- Bob McNew, Caltrans
- Aileen Loe, Caltrans
- Mike Draz, City of San Luis Obispo
- Michael Codron, City of San Luis Obispo
- Steve Devincenzi, SLOCOG
- Bonnie Hays, Jones & Stokes
- Melinda Posner, Jones & Stokes
- Kristin Warren, Jones & Stokes
- Chuck Anders, Strategic Initiatives

Workshop Format

Welcome/Introduction

Mike Drazé and Rich Krumholz began the meeting by providing an overview of the Broad Street Enhancement planning effort and a brief recap of the first workshop held May 8, 2004. The final goal of the workshops was described: to develop a preferred community vision for the Broad Street neighborhood between Rockview Place and High Street in San Luis Obispo. This vision is to be represented in a map that outlines the types of enhancements the community is interested in having as a part of the neighborhood. Mike reminded workshop participants that the effort is focused on concept-level planning, and that specific implementation and details of each map component will be part of a future planning process. Information that was gathered will be used to guide the future planning process. The long-range focus of the planning effort requires each recommendation to go through the next level of review. Nothing at this stage is set in stone. Mike then introduced project team members from Caltrans, the City, and Jones & Stokes.

Meeting Format/Agenda Review

Melinda Posner explained the agenda and introduced the Spanish-language interpreter. Melinda described the public outreach conducted before the second workshop, which included a reminder postcard mailer, workshop flyers hand-delivered to local businesses along Broad Street, advertisements on local Spanish radio stations, and distribution of a press release with followup phone calls to local media. She reviewed the “Features and Considerations” matrix and reminded participants to note their feature preferences as the workshop progressed.

Features and Considerations Presentation

Mike Drazé and Rich Krumholz explained the specifics of the “Features and Considerations” matrix (Attachment 4). Rich and Mike explained that some features satisfied more than one value. For example, the landscaping feature was listed under Value 1, “Reduce Traffic Impact,” and Value 3, “Neighborhood Identity.” It was explained that the matrix includes three of the eight community values discussed at the first workshop (those that ranked highest). A fourth value, Value #8, was added to the list because of Caltrans’ responsibility to meet the needs of the regional traveler. The four values are listed below.

Top Community Values (Highest to Lowest Priority)

1. **Reduce Traffic Impact:** Reduce traffic speed, improve safe turning opportunities and local circulation, reduce traffic noise.
 2. **Safe Biking and Walking:** Provide safe pedestrian and bicycle access through and within the planning area.
 3. **Neighborhood Identity:** Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded public facilities, protect historical resources.
 4. **Free-Flowing Streets:** Accommodate future automobile traffic.
-

Participant Demographic Information

Chuck Anders re-introduced the “clicker technology” and collected demographic data. Using CoNexus Interactive Polling Technology, demographic information was obtained from those who were in attendance and participated in the polling session. Approximately 84 out of 92 attendees participated in the polling. A summary of results from the demographic polling is provided below.

- There were six more males than females participating in the polling exercise.
- The majority of participants were between the ages of 36 and 65.
- Approximately 85% of participants were of Anglo/white ethnic background.
- Private citizens represented 70% of respondents, while neighborhood group members represented 16%.
- A total of 71% of participants live in the study area.
- A total of 42% of participants own a business or work within the study area.
- A total of 64% of participants represented the southwest side of Broad Street, 24% represented the northeast side, and 12% represented neither.

Attachment 5 contains additional demographic results from this workshop.

Prioritization of Key Features and Followup Discussion

Chuck Anders reviewed the features for each value. Participants were given time to think about the features and note their preferences on their individual sheets. Chuck then had participants vote to prioritize their preferred features. A summary of the findings is provided below (for more information, see Attachment 5). Discussion comments can be found in the general comment section below (features listed in order of preference, from highest to lowest):

1. Landscaping along and within streets.
2. Increase signalization at intersections.
3. Use sound dampening paving.

4. Establish more crosswalks.
5. Control turns to safe locations.
6. Restrict on-street parking near intersections.
7. Establish parallel routes.
8. Pedestrian refuges in median.
9. Reduce posted speed limit/increase enforcement.
10. Use bridges to connect features.
11. Improve sidewalks and bikeways.
12. Class 1 bikeways.
13. Mixed use development.
14. Use roundabouts.
15. Detached sidewalks.
16. Develop frontage road along railroad tracks.
17. Promote pedestrian-friendly uses
18. Neighborhood identification.
19. Gateway features/public art.
20. Develop overpass at Orcutt grade crossing.
21. Eliminate incompatible uses.
22. Improve transit options.
23. Preserve older, historic buildings.
24. Improve existing features (status quo features).
25. Narrow travel lanes.
26. Class 2 bikeways (on street).
27. New or enhanced public facilities.
28. Improve maintenance on sidewalks, bike paths.

Map Development

The large group adjourned for a break while the planning team applied the collective input received from the public to create a single map. The map reflected preferred features expressed by workshop attendees who participated in the polling.

Presentation of Map

The planning team presented the map they had drafted during the break. Explanations for each feature were provided. The map can be viewed in Attachment 6.

General Comments/Questions and Answers

Participants expressed various comments and asked questions. Their comments, questions and answers provided (where available) included: (Q=Question, A=Answer, C=Comment)

Questions and Answers	
Question/Comments	Answers
Q: What happened over the last five years (since the last plan effort)?	A: There is a private citizen group that needs to go through City Council and Caltrans; that's where we are now.
C: We want something sooner—20 years is way too long; 5 years is still too long.	A: Some improvements take longer, some we can do sooner.
Q: Where will the money come from? Where will the motivation come from? What are the roles/responsibilities of Caltrans and City of San Luis Obispo?	A: We all have joint responsibility. A Caltrans rehabilitation project is scheduled for construction in 2006—we may have some opportunity to advance features proposed by the community.
Q: Where does SLOCOG fit?	A: (Steve from SLOCOG) During the downturn of the funding cycle is a good time to do the planning—to put the project plans in pipeline so we're ready when the money is available.
Q: When is the rehabilitation project to take place?	A: In the Summer of 2006
Q: Is SLOCOG funding, consulting, planning?	A: Both—SLOCOG approves the funding, ranks the projects, and channels the funds.
Q: Where do funds come from? How are they distributed?	A: Money largely comes from fuel taxes—at the gas pump. Future funding is largely dependent on distribution following the renewal of the federal transportation bill.
Q: Will the city take over responsibility, liability, and maintenance of SR 227?	A: Relinquishment is being pursued legislatively. The City could be more responsive but that doesn't mean that they can do it all faster.
Q: What can we do to lower the speed limit?	A: The City and Caltrans have statistics and are continuously monitoring but cannot arbitrarily lower the speed limit. Speed limits are set according to the California Vehicle

Questions and Answers	
Question/Comments	Answers
	Code.
Q: What is the City's goal in taking over State Route 227?	A: The City has been talking with Caltrans. It's an urban street and part of the City, so the City could take it over sometime.
Q: If the City took it over, how long is the stretch?	A: The route runs from Arroyo Grande to Madonna Road in San Luis Obispo. City would take over the segment within city limits.
Q: How should we (pedestrians) safely cross now?	A: At signalized intersections.
Q: Who does what (agency roles/responsibilities)?	A: City—city streets, Caltrans—state highways, County—unincorporated streets, SLOCOG—regional (ties them all together).
Q: What else will Caltrans do in addition to repaving?	A: The rehabilitation project will be an opportunity to upgrade sidewalks and drainage in addition to improving the pavement.

General Comments

- More representatives from SLOCOG should have attended both workshops.
- Place bike path in protected median.
- Want context sensitive solutions—recognize SR 227 as a Main Street.
- Have to look at holistic system.
- Repaving often encourages higher speeds. Other things need to be implemented at the same time.
- Don't people know the speed limit? Post it more!
- Taking away parking may make the street look bigger. Other things are needed at the same time in order to keep speeds down.
- Bike lanes are narrow. Consider combining bike path with median.
- There has been lots of discussion on vehicular issues rather than biking elements, which ranked high in the first meeting.
- Is the city worried about backing up traffic?
- Some utilities are underground. Other neighborhood features should also be underground.
- There's a County/City group that decides what gets underground. We should get our interests on their priority list.
- Suggest this information is forwarded to appropriate parties so they don't have to dig up new improvements.
- Comes to regional agency—Plan in 5-year increments

- We have no money—we're just talking. Seattle talked about mass transit for 30 years, and it never happened.
- SLOCOG controls a good part of the money, Caltrans controls projects related to safety, preservation of infrastructure.
- Highway 1 median project is beautiful, but it didn't happen until a fatal accident occurred. Are we waiting for the same thing to happen here? (Note was made that the Highway 1 median barrier project was being developed at the time of the accident mentioned.)
- Could the City have a stronger role if they controlled Broad Street?
- Speed limits are too high.
- What is the slowest speed allowed on a State highway?
- Between bulbouts/trees versus enforcement, I choose bulbouts/trees—they provide other benefits.
- With huge budget cuts, police have limited resources.
- Fix potholes, etc.
- Crazy speed lanes ... 45 miles per hour on South—absurd for neighborhood
- Lack of police enforcement for right turns on red, loud muffles, boom boxes, etc.
- Not enough law enforcement on Broad Street.
- Bike path is not continuous—need more continuity.
- Not safe for pedestrians/bikes—South/Broad as one idea but need options away from traffic for pedestrians/bikes. It is getting too difficult to get on the street (Santa Barbara example).
- Time signals to limit diversion.
- Disappointed that bikeways didn't rank higher—Lots of people don't bike; there are greater issues out there. Used to bike but not now—it is unsafe.

Written Comments

Some members of the public provided written comments by either filling out a comment card or sending email. The following comments represent individual perceptions. The comments below are organized in the following categories:

Comment Card Submittals (comments are verbatim)
<p>Safety: Signals/Speed Limit/ Parking</p> <p>Reduce the speed limit on Broad between South and Orcutt to 35 mph. Most drivers will then go 45 rather than 55.</p> <p>Reduce speed limit on Broad between Orcutt and Tank Farm to 45 mph ... 55 rather than 65,etc.</p> <p>Ideally this can be done before rather than after the first fatality.</p> <p>Bring Bridge Street through Exposition. A feeder route on the west side from the Meadow Park apartments/condos and residential area from South to Lawrence streets. It will relieve congestion on South and Broad.</p>
<p>The traffic increase on Woodbridge needs to be addressed. Likes the idea of putting a signal at Broad and Woodbridge. Consider putting a stop sign on Meadow, so that Woodbridge traffic and pedestrians can cross safely.</p>
<p>Restrict parking along Broad Street at or need intersections of side streets into residential areas. Cars coming out on Stoneridge turning left onto Broad cannot see oncoming traffic well. Make the more simple safety enhancements soon—don't wait for the major enhancements to take action.</p>
<p>I traverse the area daily from my home in the Laguna Lake area to the Crossroads, often by bicycle or car, and sometimes on foot. I walk or bike ride downtown from the Crossroads either via Broad Street or the bike path along the railroad tracks.</p> <p>The biggest detractors to the area as it is now are:</p> <ul style="list-style-type: none"> • Safe pedestrian and bicycle crossing is needed between South Street and Orcutt Rd. Between South and High is challenging as well • The speed limit on Broad is often ignored. Driving between South and Orcutt is really perilous due to people trying to make left turns onto Broad, and people crossing on foot where they shouldn't. As a driver, I really feel I'm running the gauntlet, especially between 4 and 5 p.m. <p>Not wanting to be part of the problem, but part of the solution, I have these suggestions:</p> <ul style="list-style-type: none"> • Would a signal at Francis Street be unreasonable? It would help the businesses on that side of Broad be more accessible—an enhancement. It might encourage people in the neighborhood to walk for a few errands than to get in their car. • Wider and cleaner bike lanes would be helpful—and getting rid of the ridge between where pavement stops and gutter begins on the north side of Broad. It is dangerous for bike riders. Wider bike lanes might make drivers more cognizant of sharing the road. • What would be really nice for both pedestrians and bike riders is if there was a median with attractive plants separating the street from a bike lane/sidewalk—maybe a shared path such as the Bob Jones bike path. • “Share the Road” and “Watch for Pedestrians” signs along Broad in both directions. <p>I would like to say that if alternate transportation methods were enhanced, I can only believe that more people would feel it is safe and pleasurable to walk and ride bicycles. It would certainly help cure some of our ills.</p>

Comment Card Submittals (comments are verbatim)
Process Comment
Could these meetings be held at the Mid-State Bank?
Bicycle/Pedestrian Access Comment
<p>I just watched a young woman pushing a baby carriage run across the street on the crosswalk at Chorro from the front window of my office at Naturally Evolving Wellness Medical Center, 2021 Broad Street. An elderly person would not have been able to do what she did, which speaks to the degree of traffic flow and speeding that affects those businesses, homes and pedestrians along Broad Street in our area.</p> <p>A landscaped media with “refuge” for pedestrians at crosswalks is sorely needed where Broad widens out south of High Street.</p>
Circulation Comment
If stoplights are put in, there must be a plan to mitigate the traffic in the neighborhoods.
Mixed Use Comment
If a multi-zoned residential area on the Broad Street corridor is to be viable and result in less traffic congestion, basic neighborhood needs within walking distance must be considered. A grocery store, drug store, video rental, food service and other amenities would allow residents to walk or cycle rather than drive to these businesses. Such facilities would also serve the existing Woodbridge/Lawrence area and fire station #1, as well as the proposed Bridge Street project.
Other Comment
The inability to see over/around cars/vehicles parked on Broad, when attempting to get to the center lane, is a major safety problem. This could be remedied by restricting parking on Broad near intersections. Great format for obtaining community input.

Wrap-Up

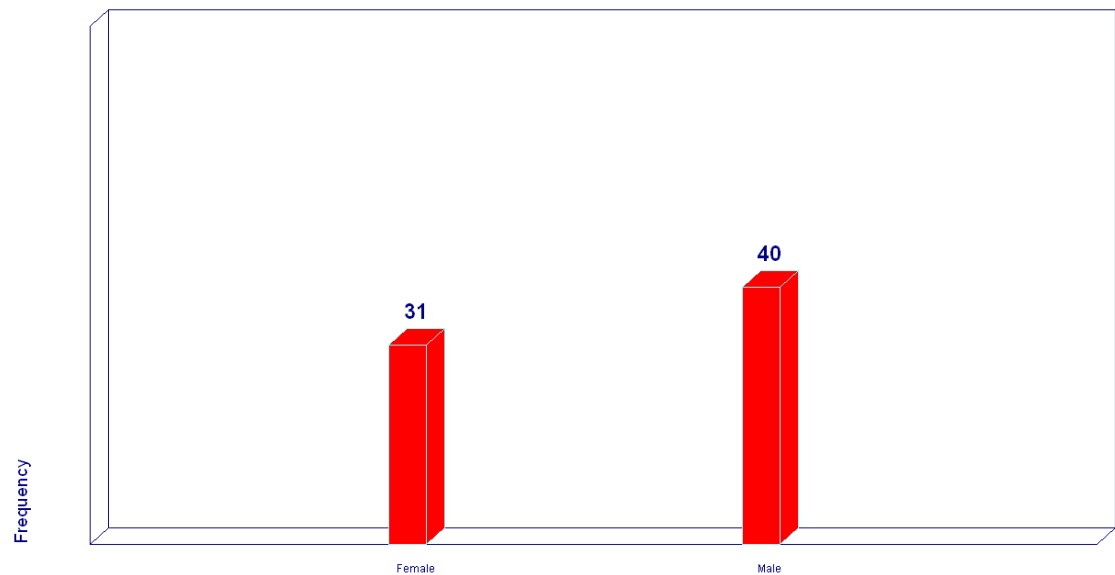
Mike and Rich thanked participants for attending. Information in the future will be made available on the City web site (www.slocity.org), and possibly via local newspaper, postcards to the mailing list, materials at City Hall and utility bill inserts. Interested parties were encouraged to call the City if they want planning team members to come to a meeting. Next steps in the process include meetings between Caltrans/San Luis Obispo/SLOCOG to develop refined solutions. The planning effort will be presented to the City Council in the fall with the expectation that an area plan will be initiated in 2005. Ongoing efforts will be made to evaluate the suggestions and make improvements as funding becomes available.

Attachment 1

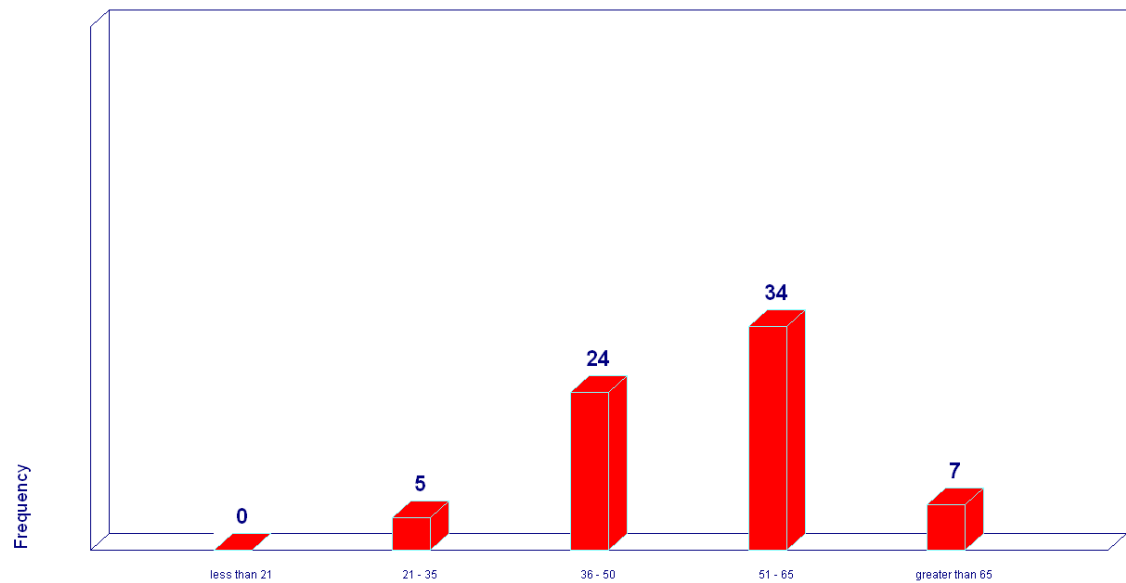
Demographic Results from Workshop 1

Demographic Information

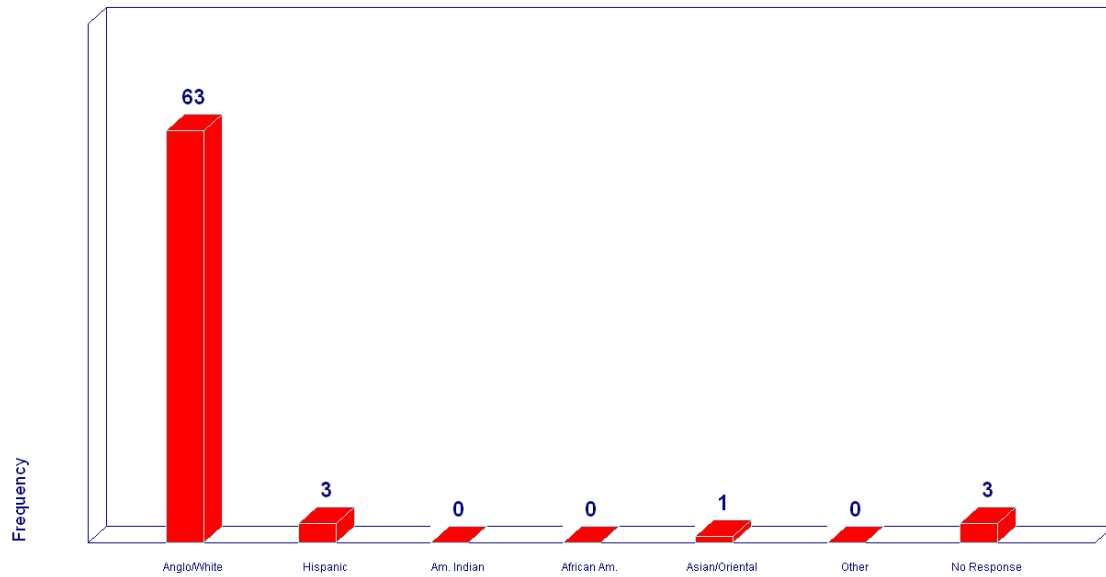
A- What is your gender?



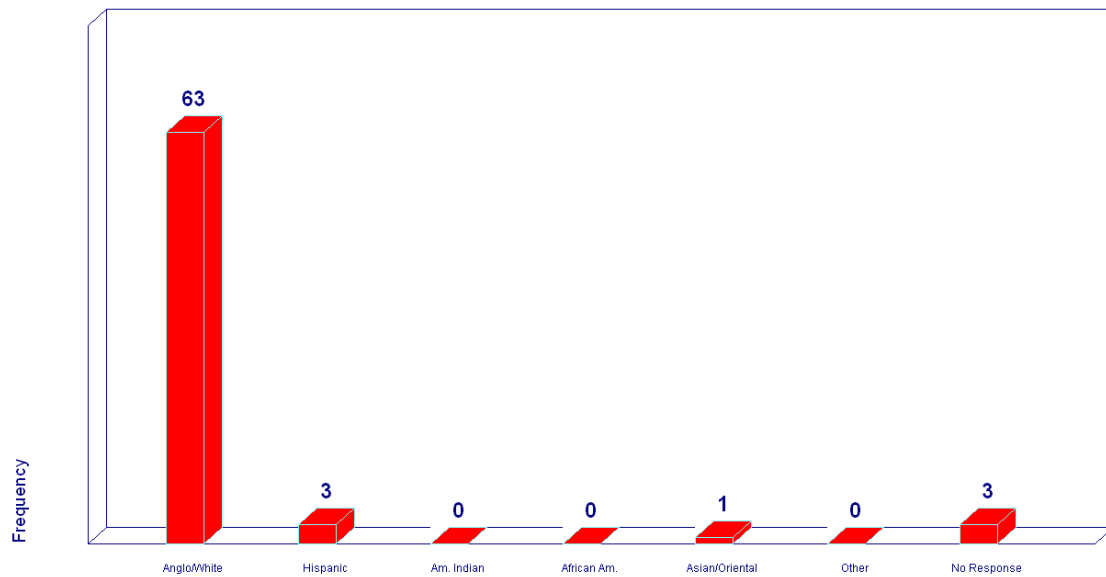
B- What is your age?



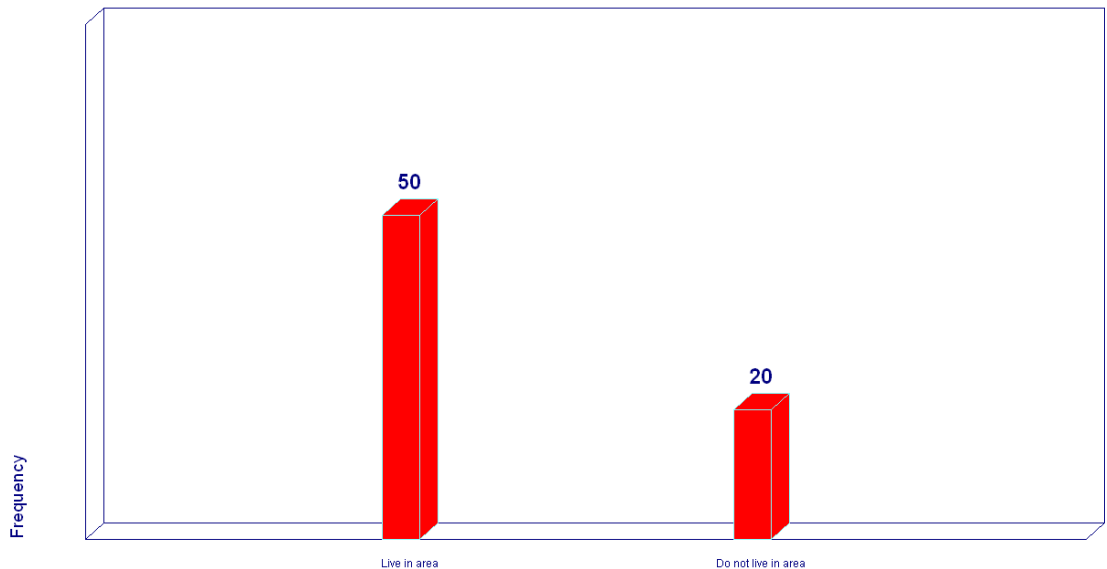
C- What is your racial or ethnic background?



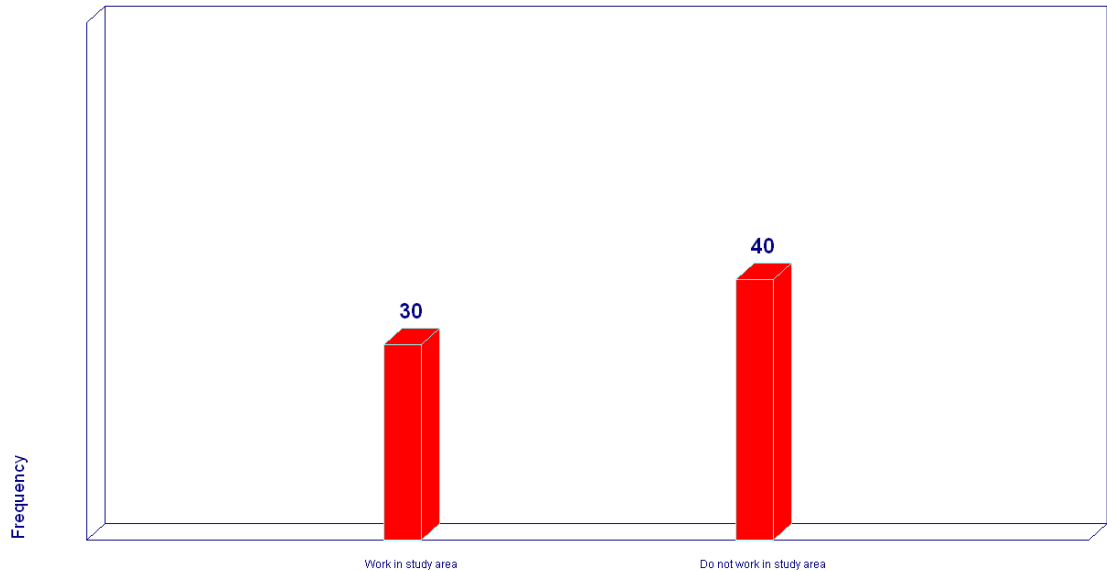
C- What is your racial or ethnic background?



E- Do you LIVE in the study area?



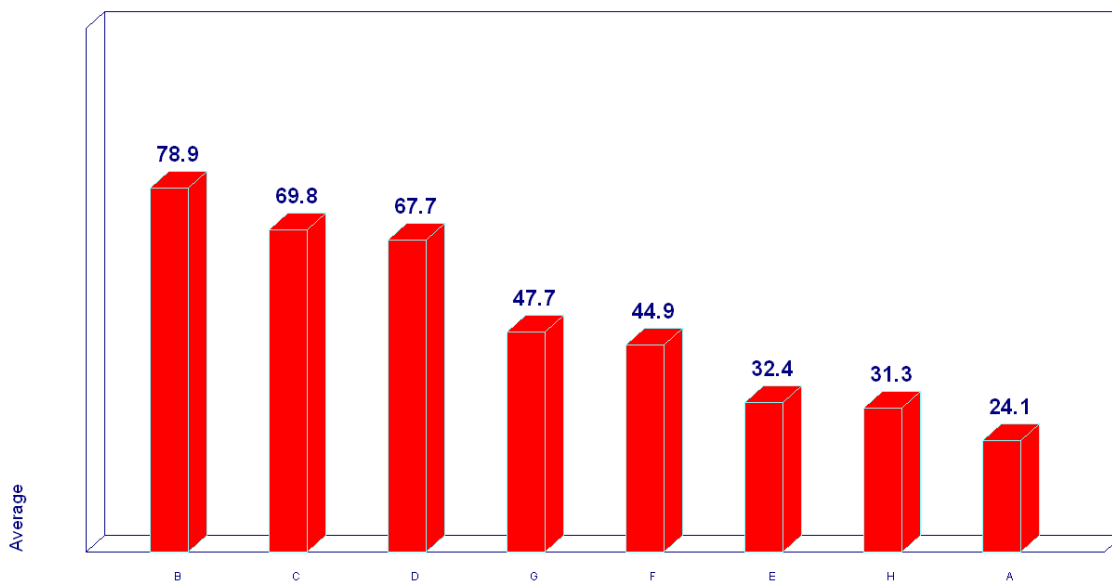
F- Do you own a business or work in the study area?



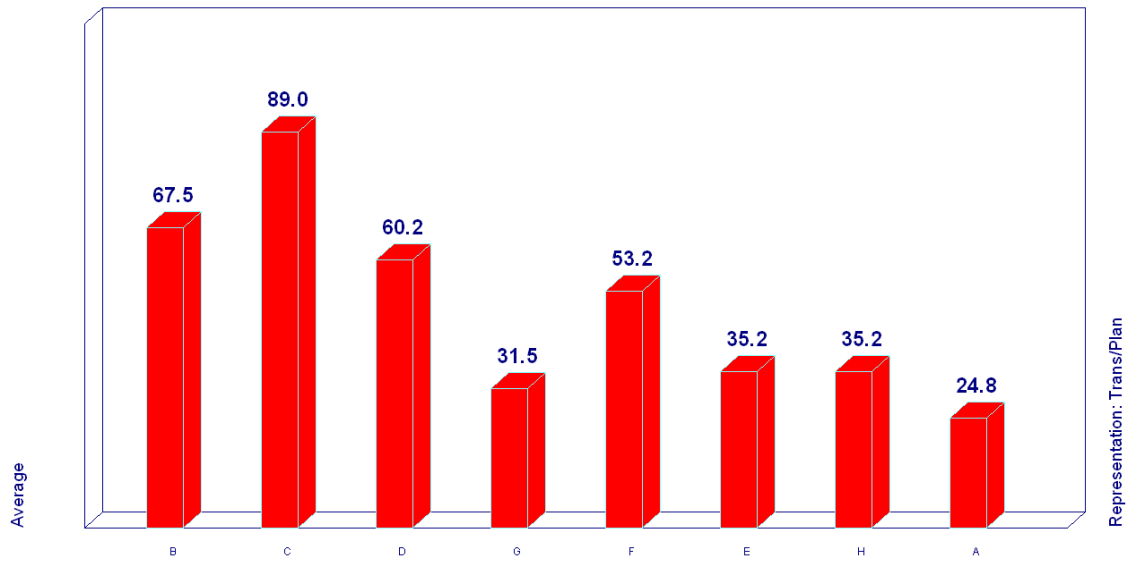
Prioritize Community Values

- A. Accommodate future automobile traffic
- B. Reduce traffic speed, improve safe turning opportunities and local circulation, reduce traffic noise
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- D. Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded public facilities, protect historical resources (landscaping, signage, streetscape components, public art, entry features)
- E. Improved transit services and facilities
- F. Mix of land uses and densities that contribute to economic sustainability, including expanding residential opportunities
- G. Protect and/or enhance existing residential character
- H. Environmental sustainability

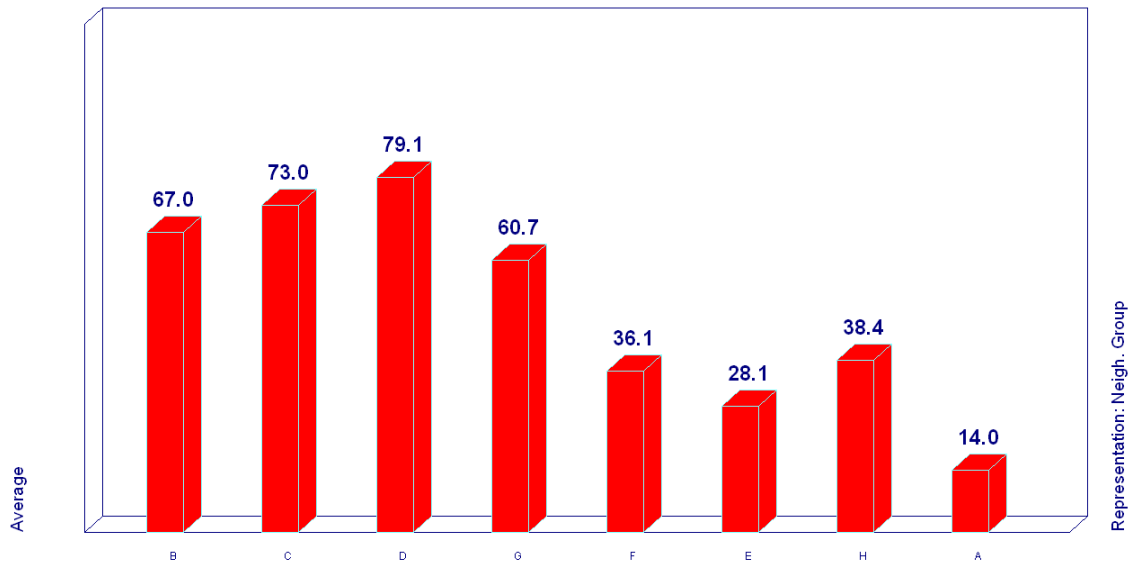
**Relative Importance of Community Values
All Participants (69)**



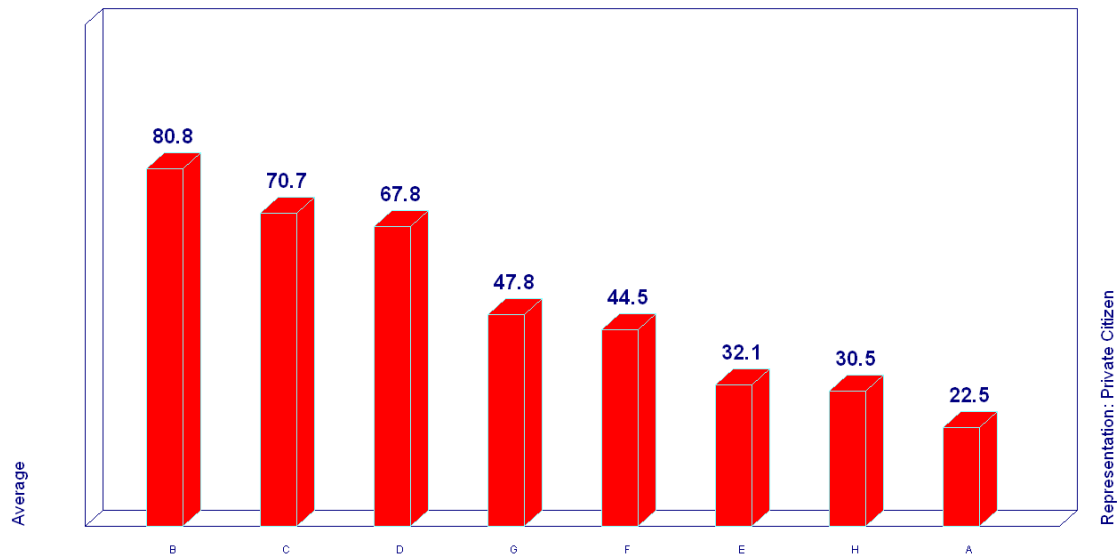
Relative Importance of Community Values
Transportation/Planning Agency (4)



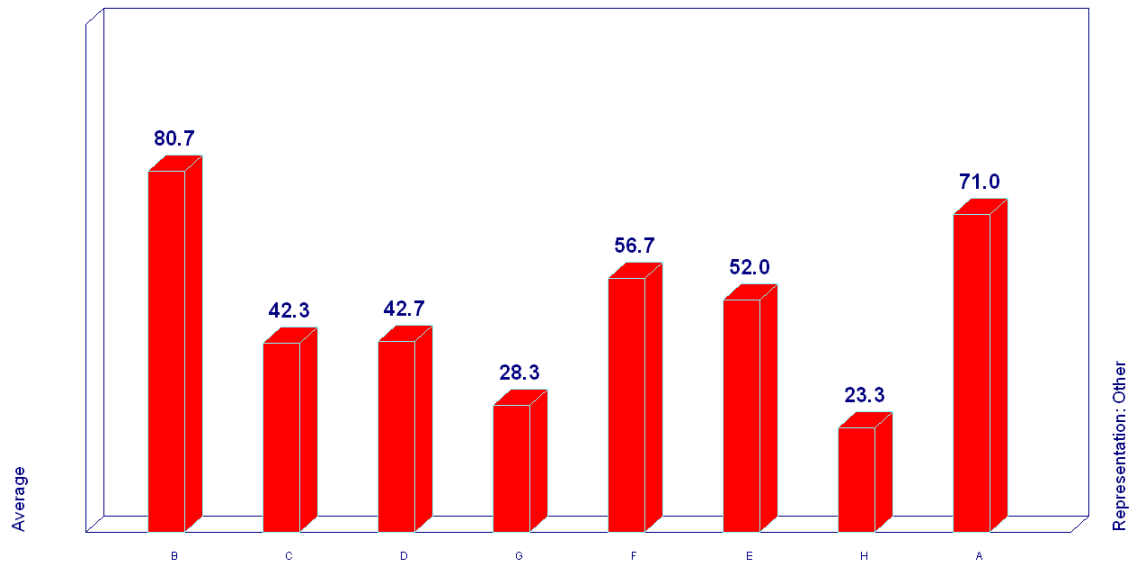
Relative Importance of Community Values
Neighborhood Group Representative (7)



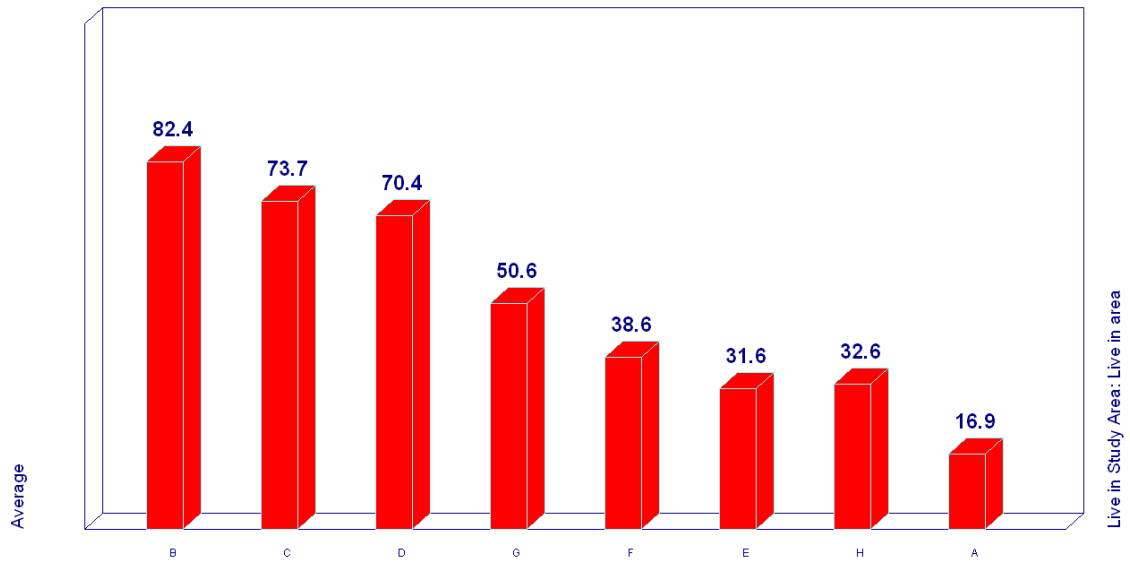
Relative Importance of Community Values
Private Citizen (54)



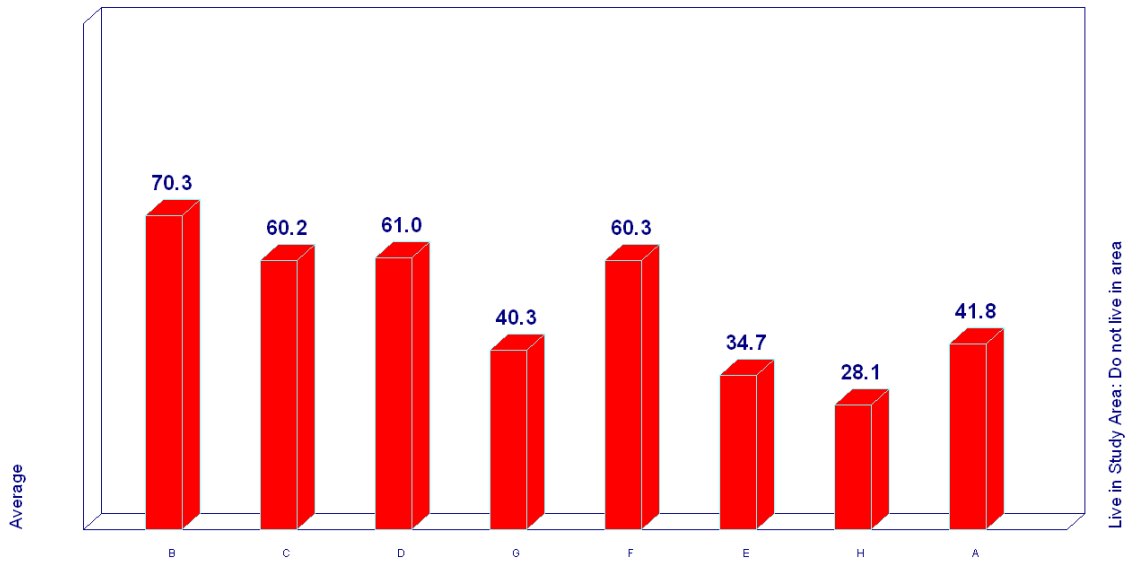
Relative Importance of Community Values
Other (3)



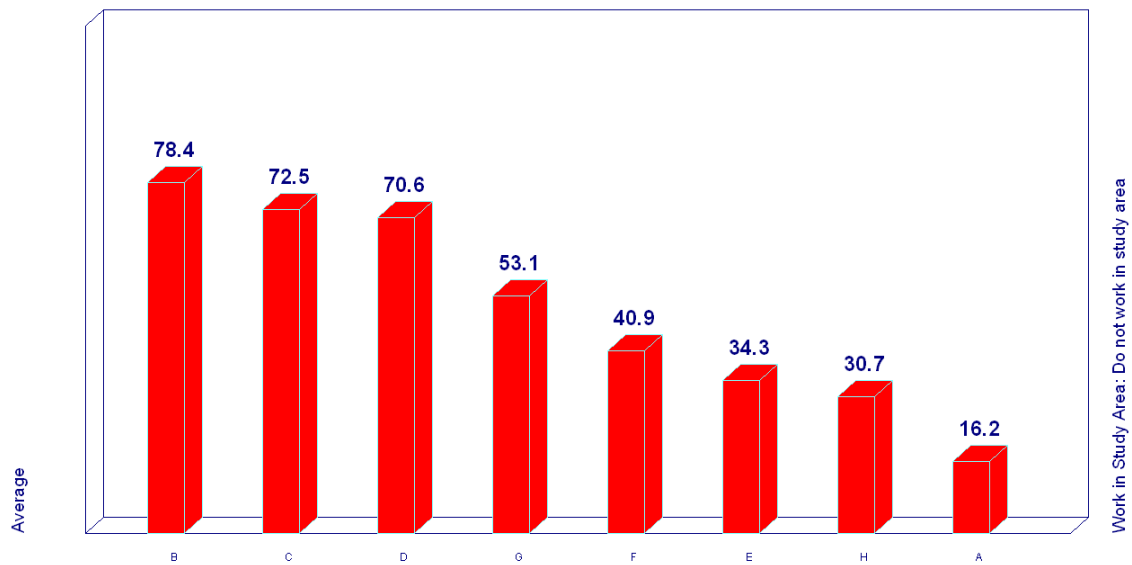
Relative Importance of Community Values
Live in Study Area (49)



Relative Importance of Community Values
Do Not Live in Study Area (20)



**Relative Importance of Community Values
Do Not Own a Business or Work in the Study Area (39)**

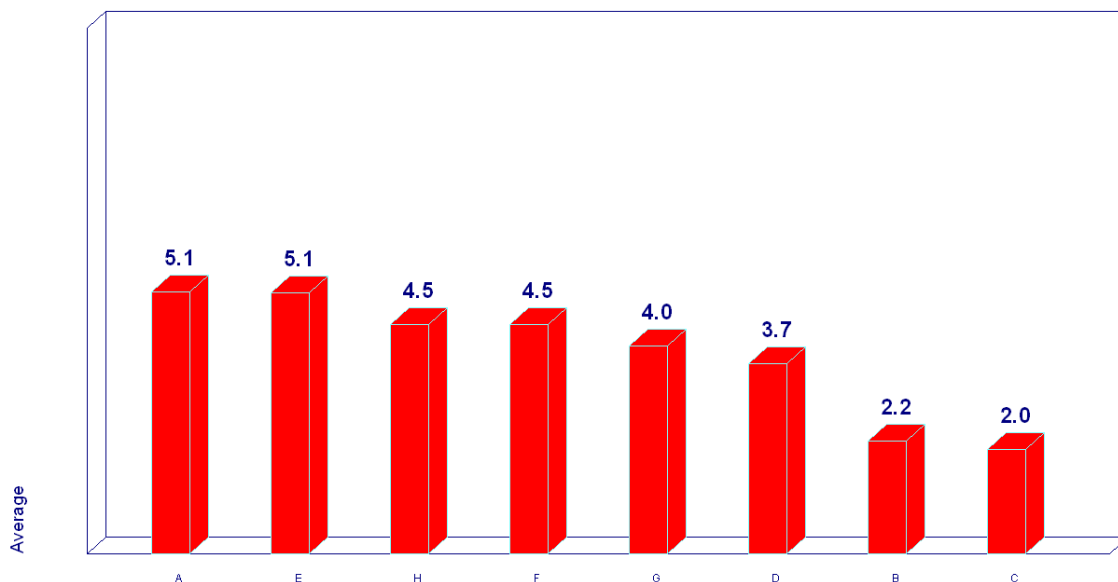


Assess Current Satisfaction with Community Values

- A. Accommodate future automobile traffic

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- C. Provide safe pedestrian and bicycle access through and within the planning area
- D. Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded public facilities, protect historical resources (landscaping, signage, streetscape components, public art, entry features)
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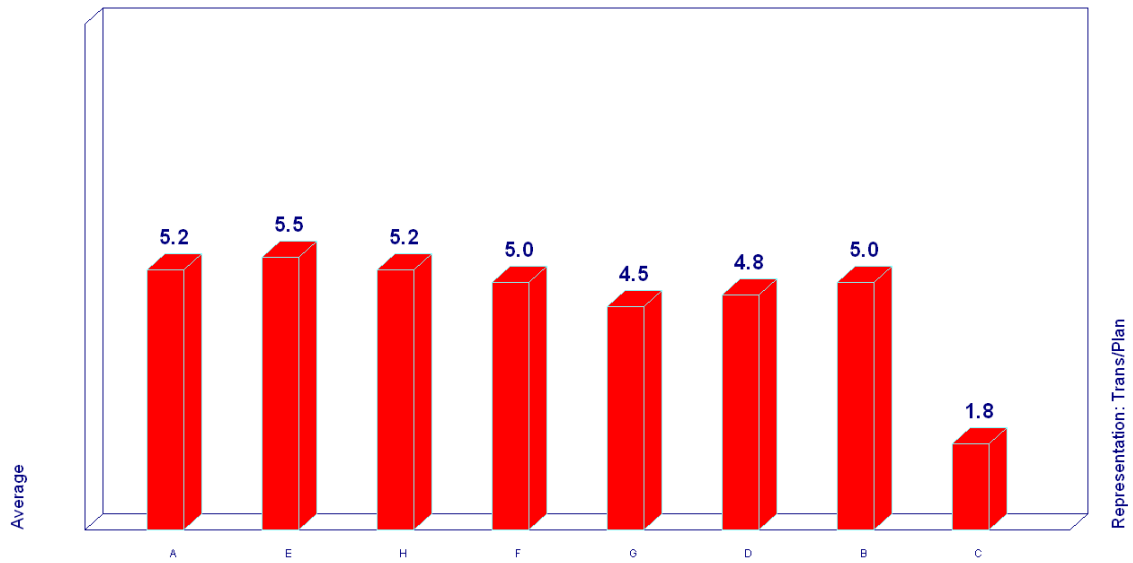
Current Satisfaction with Community Values
All Participants (64)



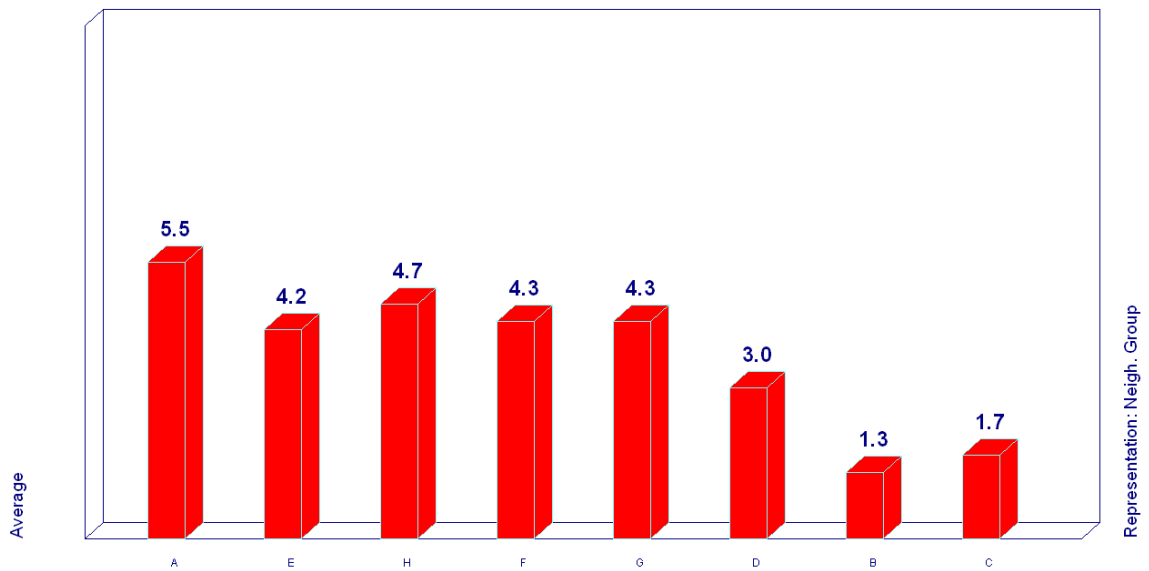
- 1. Not at all satisfied
- 2.
- 3. Not very satisfied
- 4.
- 5. Just getting by

- 6.
- 7. Satisfied
- 8.
- 9. Very Satisfied

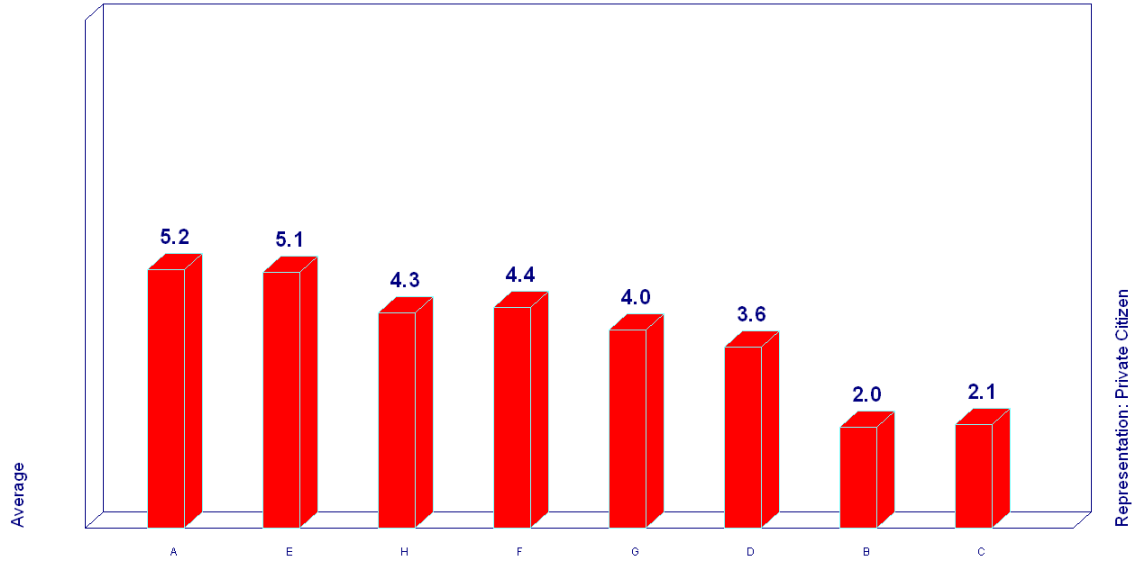
**Current Satisfaction with Community Values
Transportation/Planning Agency (4)**



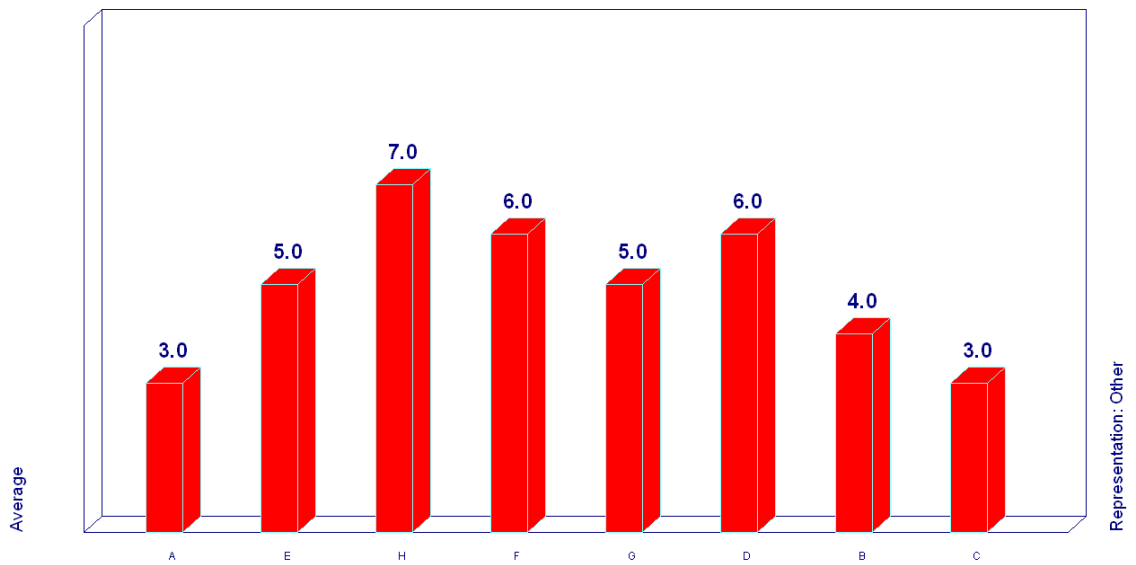
**Current Satisfaction with Community Values
Neighborhood Group Representative (6)**



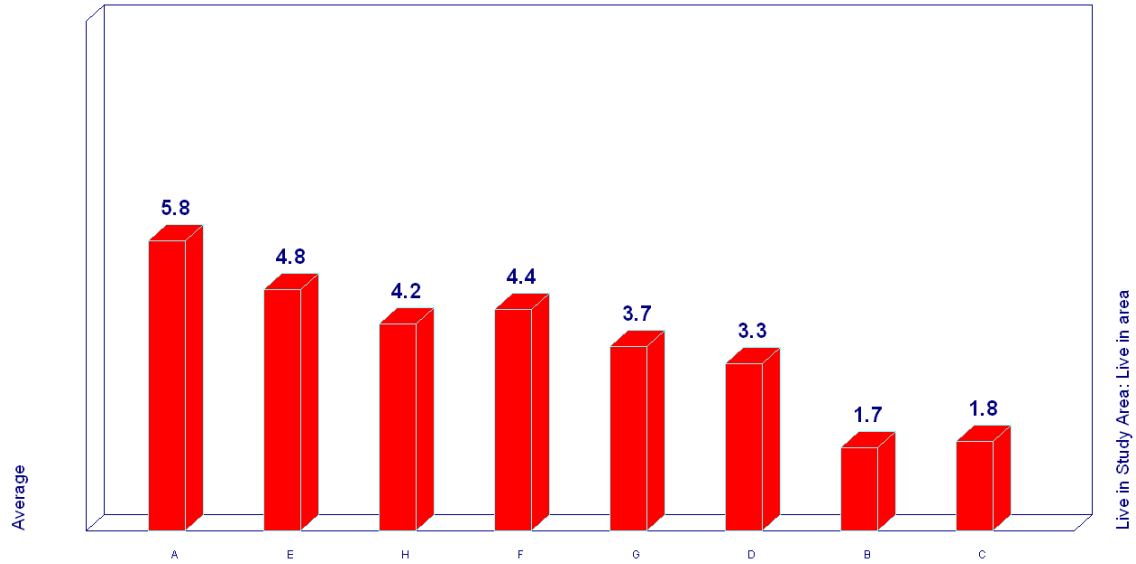
**Current Satisfaction with Community Values
Private Citizen (51)**



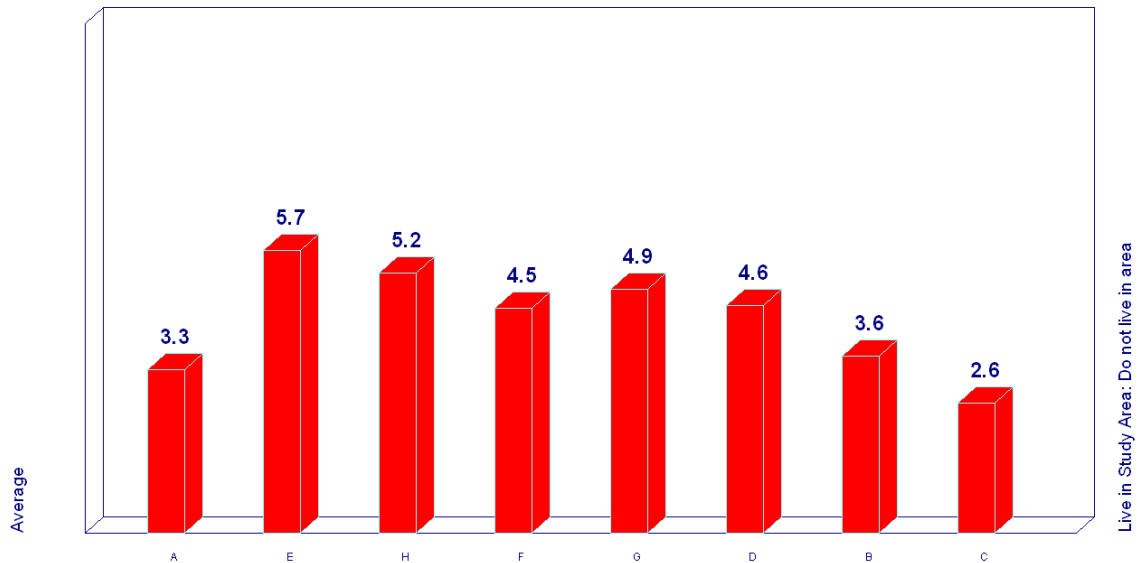
**Current Satisfaction with Community Values
Other (2)**



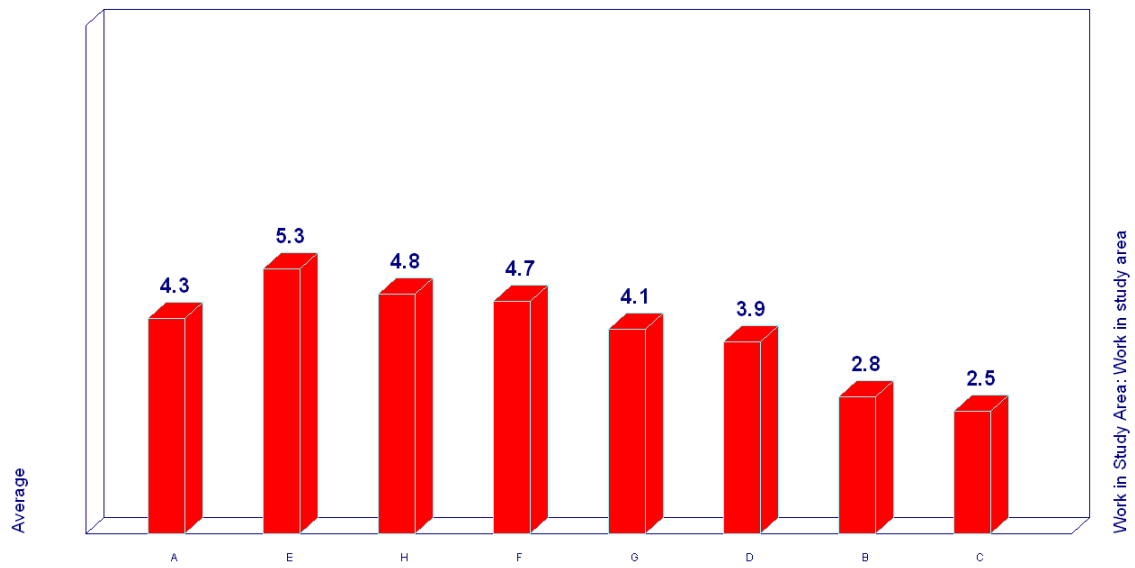
**Current Satisfaction with Community Values
Live in Study Area (46)**



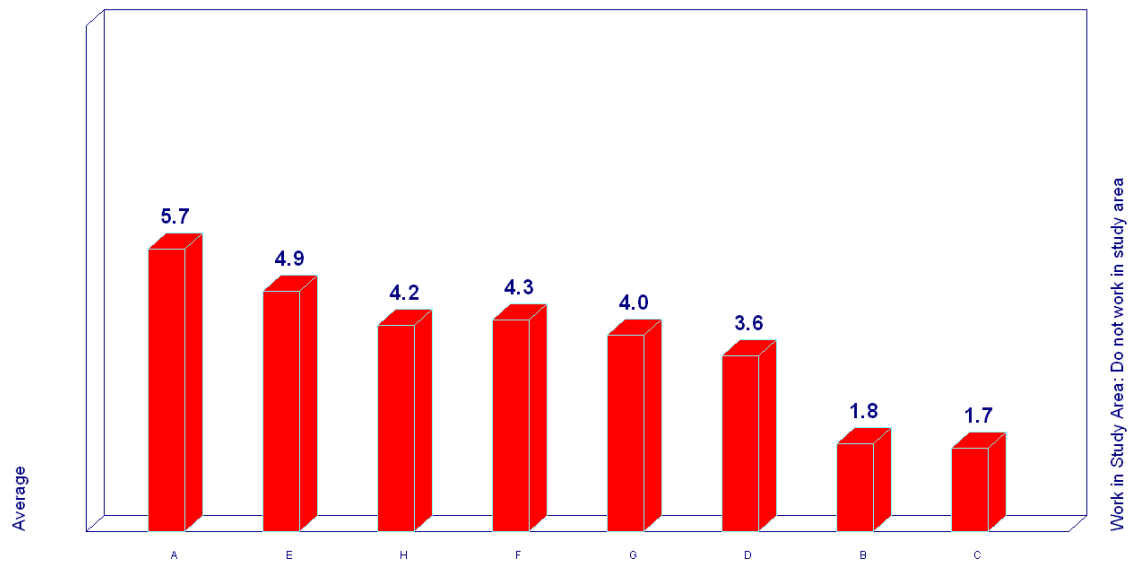
**Current Satisfaction with Community Values
Do Not Live in Study Area (18)**



**Current Satisfaction with Community Values
Own Business or Work in Study Area (28)**



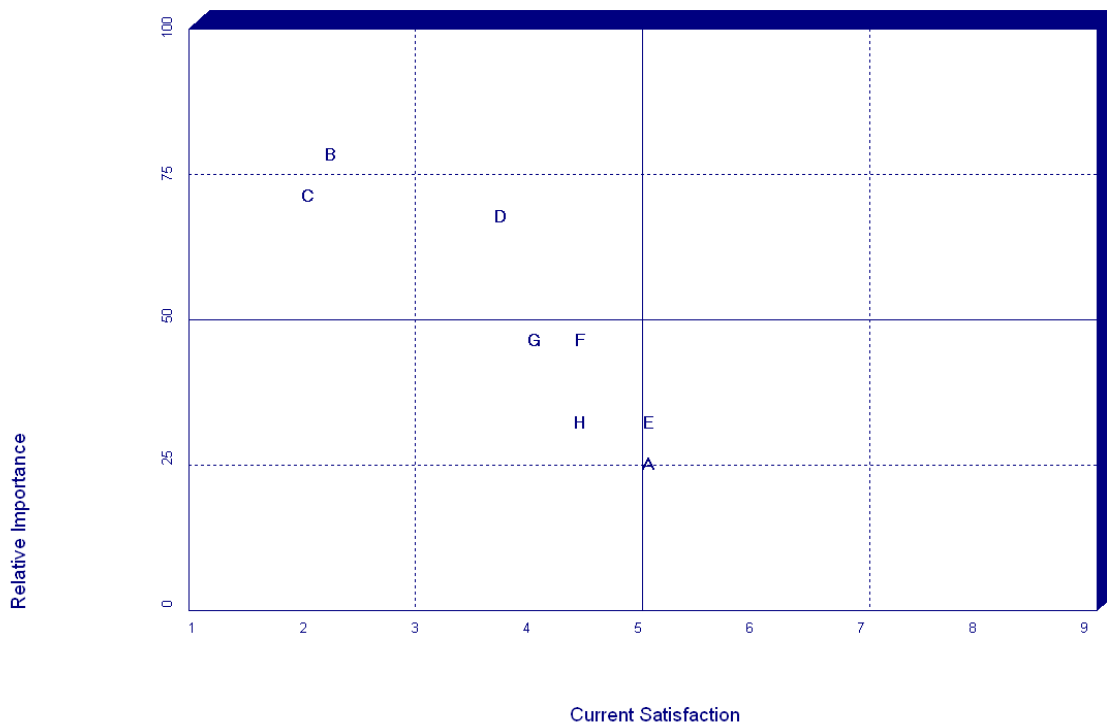
**Current Satisfaction with Community Values
Do Not Own Business or Work in Study Area (36)**



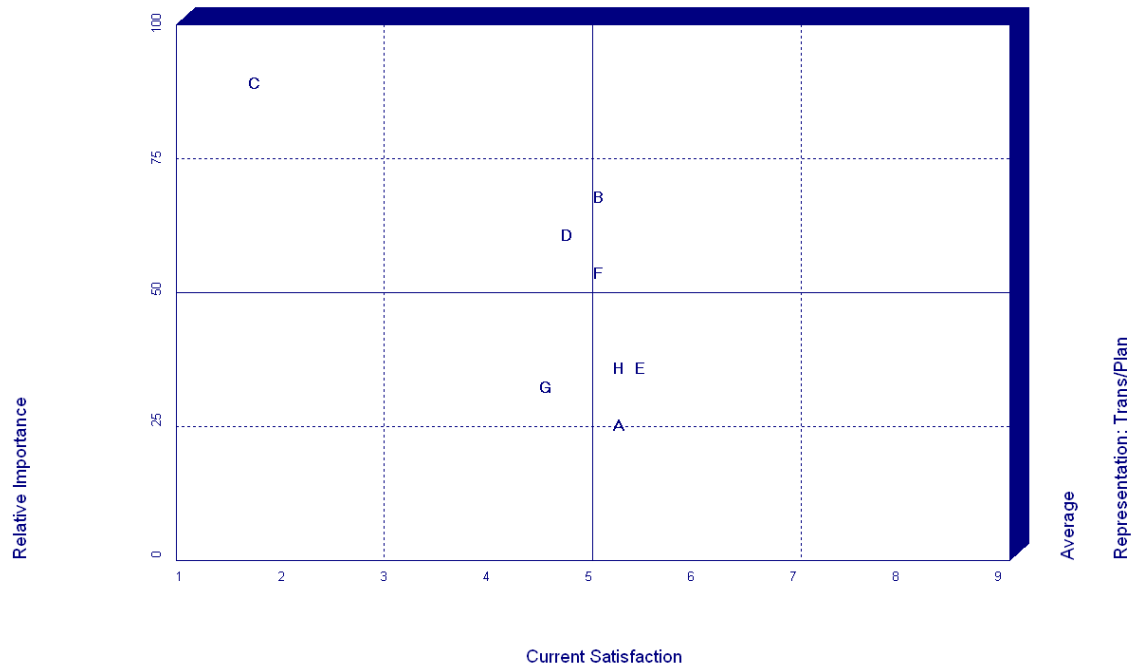
Strategic Opportunity Profile of Community Values

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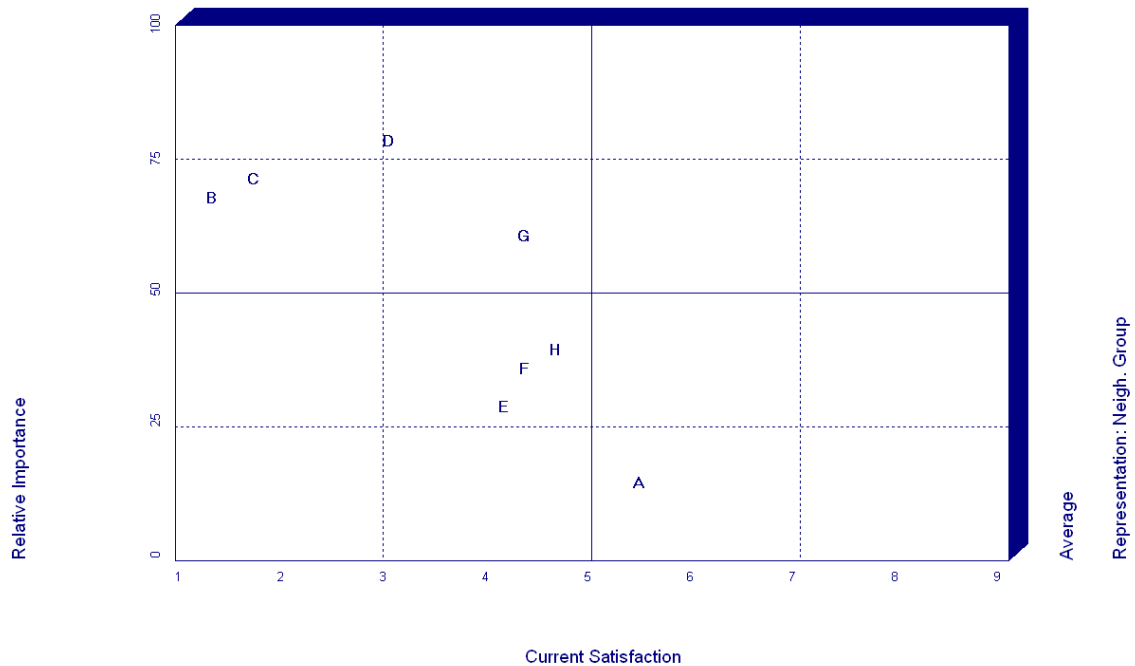
Strategic Opportunity Profile of Community Values
All Participants (64)



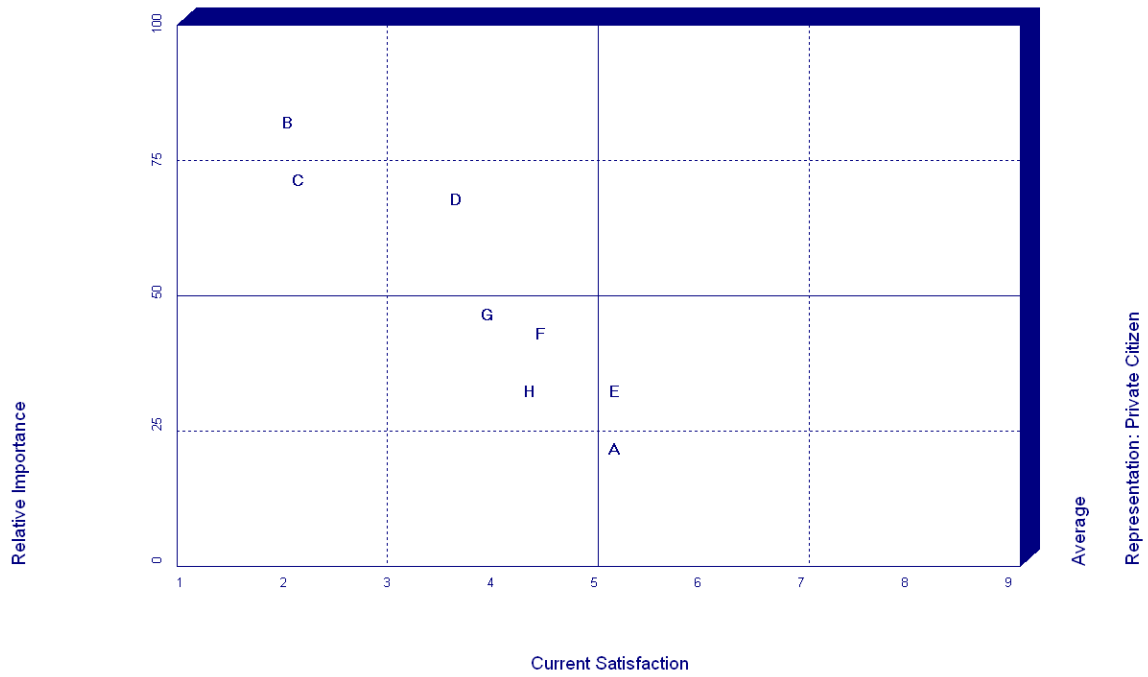
Strategic Opportunity Profile of Community Values Transportation/Planning Agency (4)



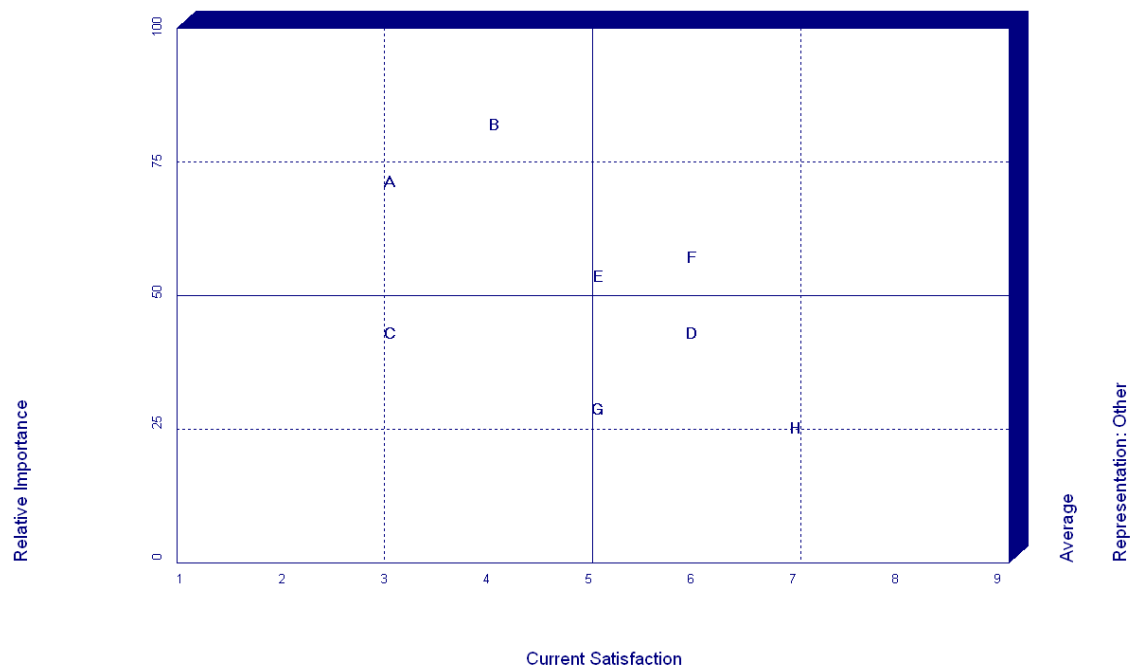
Strategic Opportunity Profile of Community Values Neighborhood Group Representative (6)



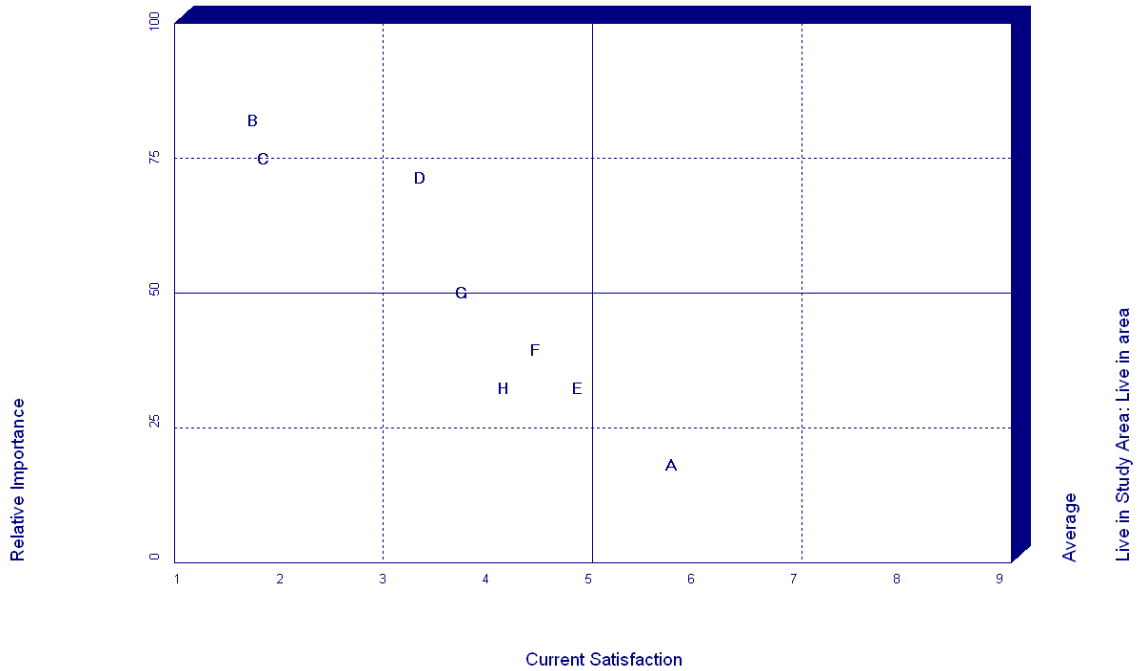
Strategic Opportunity Profile of Community Values Private Citizen (51)



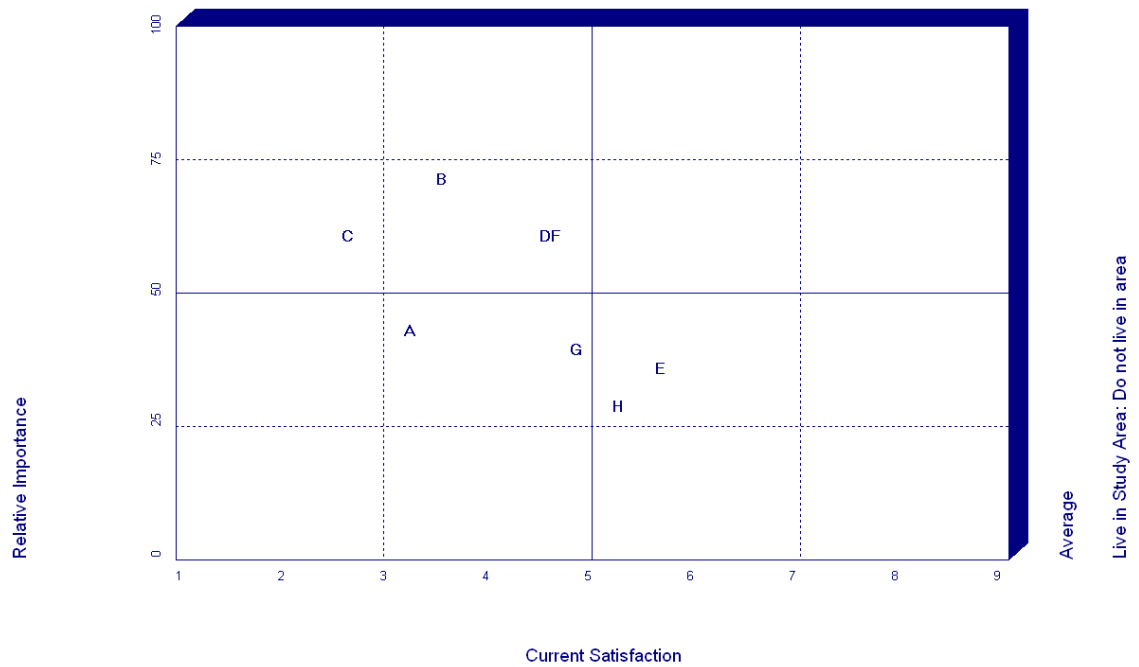
Strategic Opportunity Profile of Community Values Other (2)



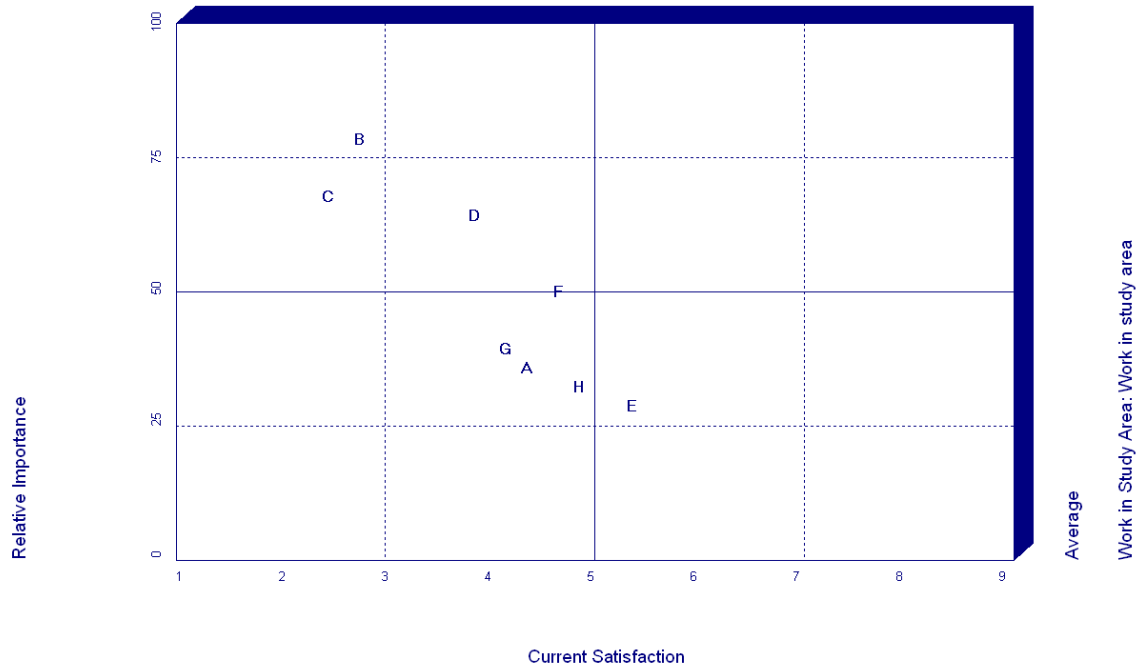
Strategic Opportunity Profile of Community Values Live in Study Area (46)



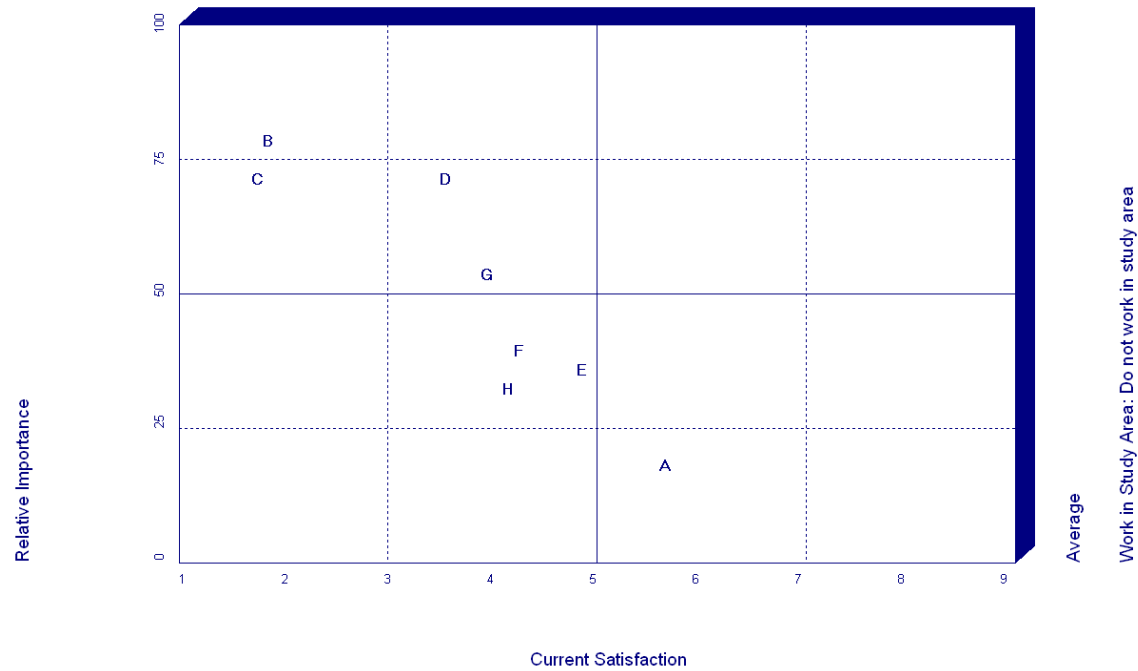
Strategic Opportunity Profile of Community Values Do Not Live in Study Area (18)



Strategic Opportunity Profile of Community Values Own a Business or Work in Study Area (28)



Strategic Opportunity Profile of Community Values Do Not Own a Business or Work in Study Area (36)



Attachment 2

Small Group Notes from Workshop 1

Draft Broad Street Enhancement Community Planning Workshops Recap

Attachment #2 Charrette Small Group Notes 5/8/04

Listed below are the comments derived from the small group map exercises.

Community Values by Letter Key (for reference with table)

A: Accommodate future automobile traffic

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G: Protect and/or enhance existing residential character

H: Environmental sustainability

Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
1	Two signalized intersections along route		x	x					
1	Add landscaping				x				
1	Less industrial						x	x	
1	Lawton/South--problem with left turns, suggest improvement		x						
1	Need more daytime businesses				x		x		
1	Need neighborhood market (smaller)				x		x		
1	Site distance concerns--eliminate some parking		x						
1	Smaller business/neighborhood encouraged				x				
1	Some channelization at some intersections		x						
1	Traffic in median could make other traffic problems		x						
1	Wider bikelanes on both sides			x					
1	Wider sidewalks			x					
1	Add lights to accommodate left turns and pedestrians		x	x					
1	Business zoning				x		x		
1	Channelizing--increased problems with u-turns; increased traffic on individual streets; railroad issues		x	x					
1	Crosswalks (not lighted)			x					
1	Flyers--turn left from Lawton/South		x						
1	Improved pedestrian access to other side of Broad			x					
1	Industries out, neighborhood services in				x		x	x	
1	Landscape road and median		x		x				
1	Left-turn conflicts (Stoneridge, Lawrence) offset intersections		x						
1	Market near Midstate, shopping center				x		x		
1	One of ugliest streets in SLO				x				
1	Reduce speed limit		x						
1	Street/sidewalk maintenance/improvement					x			
1	Widening bike lanes			x					
2	Planting/landscaping to look less like strip and more like residential				x			x	
2	Better signage (street signs)				x				
2	Bike path both sides of railroad			x					
2	Bike/pedestrian safety			x					
2	commercial development--grocery store (near laundromat)				x		x		
2	Connect other parks--Garcia			x					
2	Connect parks together with bridge over railroad (Sinsheimer Park)		x						
2	Contrasting planting at crossings				x				
2	Eliminate parking on Broad (residential side)--could then add bike/pedestrian path			x					

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Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
2	Enhance/connect both historical districts		X		X				
2	Grocery at Broad/South				X		X		
2	Historic district--Little Italy				X				
2	Lawrence vs. Stoneridge				X				
2	Left turn conflicts		X						
2	Limit parking on Broad		X	X					
2	Material to put on road to reduce noise--rubberized asphalt					X			
2	Median planters down center		X		X				
2	Mid-block turn-arounds		X						
2	No double left onto Orcutt		X						
2	Pedestrian refuge--median			X					
2	Prado access to Highway 101		X						
2	Redevelop South/Broad/High St. area				X				
2	Roundabout at South/Orcutt		X						
2	Roundabout at South/Broad		X						
3	Two lights at Woodbridge/Lawrence		X						
3	Add a bike lane			X					
3	Add bus pullouts		X						
3	Camera (better enforcement)		X						
3	Cut down on commercial and industrial				X		X	X	
3	Median--cobblestone, pedestrian refuge, low shrub.			X	X				
3	Multiuse developmenet at Orcutt--shop in the neighborhood				X		X		
3	No bike path on Caudill			X					
3	No extra lights		X						
3	No parking		X	X	X				
3	Protected bike lanes on inside of parking			X					
3	Roundabouts are okay		X						
3	Roundabout at Stoneridge		X						
3	Slow traffic by narrowing lanes to 10'		X						
3	Transportation along railroad tracks (to Cal Poly)		X	X					
3	Well done higher density with mixed use in new development areas				X		X		
3	Extension off Prado Road to alleviate traffic from Broad street		X						
3	Need a neighborhood				X				
3	Two extra signals on Caudill and Stoneridge		X						
3	Enhance existing bike lanes			X					
3	Along rail put a new road attaching to Lawrence as other option versus Broad		X	X					

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Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
3	Sustainable transportation--convenience for bike, walking-island in median, right turns only except at four openings	x	x						
3	Add angled parking	x	x		x				
3	Bike facilities are near railroad but no safe way to get there			x					
3	Eliminate bus w/light rail	x	x			x			
3	Encourage multiuse development (shops/restaurants/lofts)				x		x	x	
3	Greenery on both side of road				x				
3	Interest in slower pace but constant turn out		x						
3	Light rail by railroad	x	x			x			
3	Median in middle--protected left, right		x						
3	Open Rockview road for Stoneridge/Lawrence conflict	x	x						
3	Open Victoria across railroad and thru so take traffic off Broad	x	x						
3	Possible re-route of Broad	x	x						
3	Public transit stops					x			
3	Pullout for bus stops		x			x			
3	Put bike traffic near railroad			x					
3	Reconfigure lanes (traffic, bike, pedestrian) rather than signals			x					
3	Restrict parking on Broad	x	x	x					
3	Roundabouts at ends of area		x						
3	Welcome sign--not on major highway, come into the neighborhood				x				
4	Out of direction travel to make safe turns		x						
4	Improve traffic flow on Rockview		x						
4	Neighborhood issues based on travel diversion				x			x	
4	Left turns out of driveways and side streets		x						
4	Pedestrian activity would have traffic calming effect--need to accommodate this			x					
4	Pedestrian/bicycle crossing to Sinsheimer Park (need safe crossing of Broad Street)			x					
4	Crosswalks on Broad Street should be elevated and have a different surface treatment		x	x	x				
4	Allow light industrial parcels to change to high density residential similar to Villa Rosa						x		
4	Sidewalks consistently to Dana Garcia and Marigold Center (ADA compliant)			x					
4	Add traffic lights/control		x						
4	Reduce traffic speed		x						
4	One access point at Stonebridge		x						
4	Northbound approach speed is significant		x						

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Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
4	Northbound traffic to have visual cues at Broad/Orcutt		x						
4	Cross streets do not align		x						
4	Conflicts on two-way left turn lane		x						
4	Street car (trolley?) from airport to downtown with a stop at the Transit Center					x			
4	Median for pedestrian refuge and enhanced aesthetics		x		x				
4	Eliminate some left turn lanes		x						
4	Different landscape treatment on Broad from Orcutt to South Street				x				
4	Identity area (gateway--"You are entering...")				x			x	
4	Traffic calming element		x						
4	Pedestrians are on the street			x					
4	Medians will create conflict		x					x	
4	Stoneridge is locked in--ideas: realign Stoneridge, put signals in		x						
4	Get pedestrian/bike flow			x					
4	Improve sidewalks to Marigold, Dana Garcia			x					
4	Rezone residential to allow commercial in some areas						x		
4	Bike links off Broad to Cal Poly, etc.			x					
5	Truck conflicts		x						
5	Zoning (land use conflicts, car dealer, etc.)						x		
5	Professional/neighborhood services				x		x		
5	Victoria Street not going thru to Emily/Roundhouse		x						
5	Signals--Woodbridge and Lawrence		x						
5	Footbridge at Candill			x					
5	Broad/Orcutt - problematic		x						
5	Railroad crossing problems		x	x					
5	Supermarket						x	x	
5	Mixed use buildings						x		
5	South Street over railroad tracks		x						
5	More pedestrian oriented			x					
5	Separate pedestrians and bikes from traffic			x					
5	Slow down traffic		x						
5	Calming devices		x						
5	Trees				x				
5	227 South of highway at Buckley Road--area-wide solution	x							
5	Tank Farm--Reduce speed to 30 mph		x						
5	Start to City--Entrance		x		x				
5	Gateway to City--Neighborhood				x				
5	Bridge/tunnel railroad tracks		x	x					

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Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
5	Roundabout at Orcutt/Broad		x						
5	Reestablish residential feel				x		x		
5	Median with ability to turn		x						
5	Pedestrian path			x					
5	True commercial area--keep/enhance							x	
5	Like roundabout idea		x						
5	New stoplights		x						
5	Phase out heavy industrial						x		
6	Most concerned about crossing Broad			x					
6	Need at least two crosswalks--not sure where to put them			x					
6	Traffic calming (median, squeeze lanes together, accommodate turning)		x						
6	Bike and pedestrian access from to Sinsheimer Park			x					
6	Want access for railroad		x						
6	Want to enhance/protect residential area (that is zoned comm/mar)						x	x	
6	Stop signs on Victoria		x						
6	Congestion on Lawton and South		x						
6	Empty lot between fire station and bank--great place for neighborhood park, historical				x			x	
6	Existing zoning does not support higher residential development on east side (via Rosa to Fire Station)						x		
6	Poor local circulation within the east side area		x						
6	Need way out from east side (commercial)		x						
6	Conflicts in the two-way left turn lane		x						
6	Intersection at Broad/South--queue on South Street precludes/hinders access at Lawton and Meadow/gas station		x						
6	Safe access across railroad to Sinsheimer			x					
6	Bike path extension between connection Meadow Park and Sinsheimer Park			x					
6	Mixed use commercial/residential commercial along frontage, residential in back						x		
6	Neighborhood-serving commercial? (scale, sustainability questionable)						x	x	
6	Consider/evaluate parking on northbound side		x						
6	Accommodate left turns		x						
6	Utilize undeveloped property to enhance neighborhood				x		x		
6	South end access Stoneridge		x	x					
6	North and south point crossing locations for all modes (at least 2)		x						

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Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
6	Safe crossing opportunities across Broad St.--crosswalks (ped), signals (e.g. green unless ped)			x					
6	Address/control prevailing speed, influence driving behavior		x						
6	Overall width/visual perception of corridor, break up the width visually, constraints such as signals/median, change "atmosphere", without obstructing visibility of peds		x	x	x				
7	No left turns onto Broad		x						
7	Add stoplights, pedestrian crossing, and pedestrian overpass as well as reducing traffic speed--Broad, Lawrence, Woodbridge, and South Meadow		x	x					
7	Center median enhancements, increase landscape		x		x				
7	Identify path of travel for school children (traffic to high school, middle school)			x					
7	Santa Barbara/South Street/Broad intersection enhancement, expansion turning rail		x						
7	Neighborhood shopping area adjacent to proposed new residential				x			x	
7	Convenience level, walking access, reduce trips on Broad		x	x					
7	Increase traffic enforcement--speeding		x						
7	Stop--turn lanes used as merge lanes		x						
7	Bike access to railroad grade 1 bikeway			x					
7	Roundabout at South/Orcutt		x						
7	Pedestrian, bike, alternate vehicle 'Superhighway' at railroad from Cal Poly to Price Canyon	x		x					
7	Acceleration/deceleration and merge lanes - require Broad Street deceleration lane at new development		x						
7	Future traffic growth at new developments that impact Broad Street	x							
7	Under/overpass at Orcutt at railroad crossing	x	x	x					
7	Re-route Broad Street traffic - MacMillian to alongside railroad tracks	x	x						
7	East side redevelopment to mixed use residential/home business/small retail						x		
7	Relocate garbage collection facility/business						x		
7	Increase visibility and intersections by restricting parking		x	x					
7	Improve off-street loading/unloading for Broad Street businesses		x						
7	Bike/pedestrian access (vehicle?) from Stoneridge Street to Lawrence			x					
8	Naming neighborhood archway-give it identity				x				
8	Signal at Stoneridge		x						
8	Close off Perkins		x						

Attachment #2 Charrette Small Group Notes 5/8/04

Listed below are the comments derived from the small group map exercises.

Community Values by Letter Key (for reference with table)

A: Accommodate future automobile traffic

B: Reduce traffic speed, improve safe turning opportunities and local circulation, reduce traffic noise

C: Provide safe pedestrian and bicycle access through and within the planning area

D: Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded

E: Improved transit services and facilities

F: Mix of land uses and densities that contribute to economic sustainability, including expanding residential

G: Protect and/or enhance existing residential character

H: Environmental sustainability

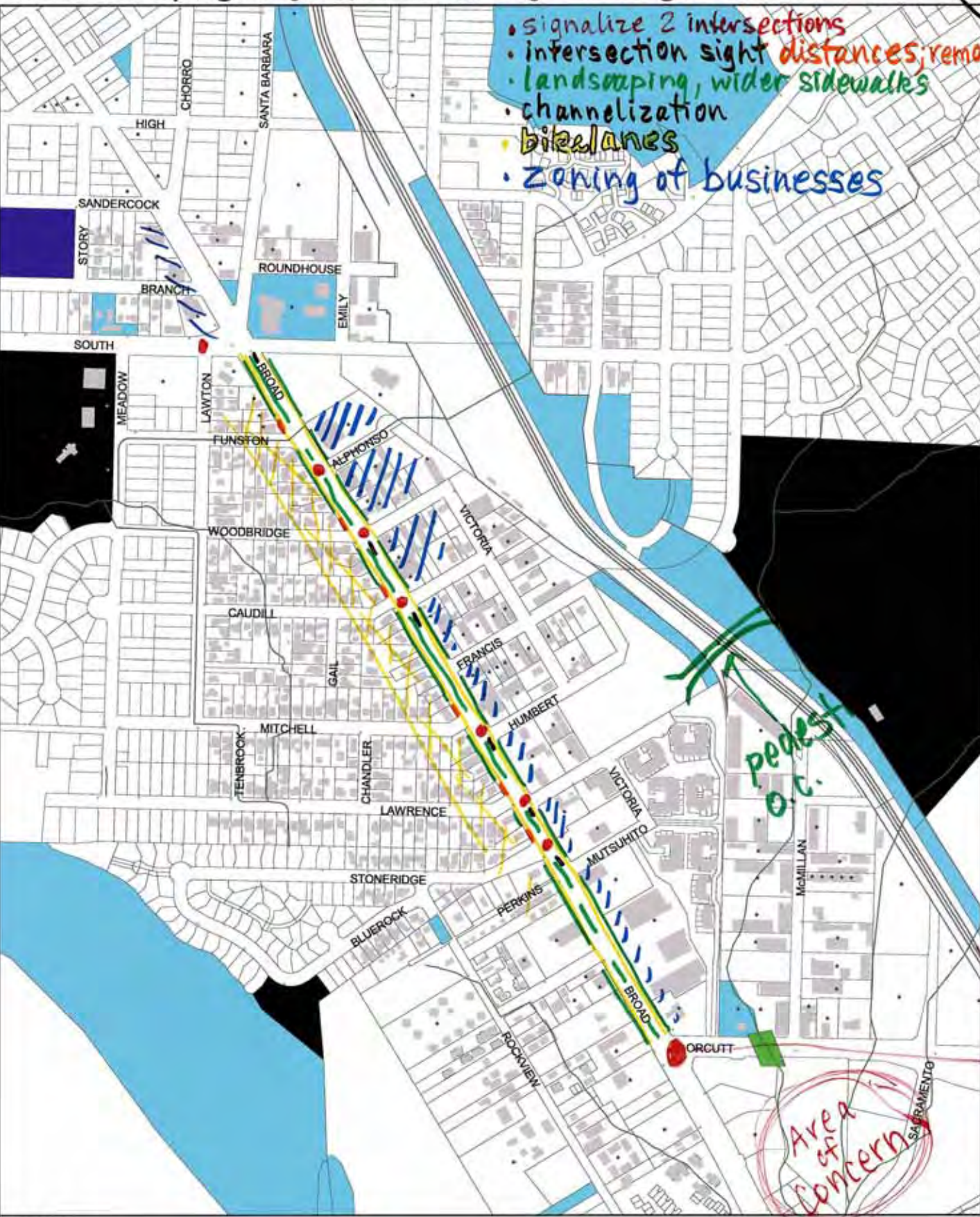
Group	Comment	Community Values							
		A	B	C	D	E	F	G	H
8	Cut through Victoria, to Emily, into railroad square		x						
8	Wider sidewalks to Dana Garcia Field			x					
8	Consistency with bridge to Sinsheimer Park			x					
8	South Street--two left turn lanes or roundabout		x						
8	-close off Lawton		x						
8	-signal		x						
8	-signals-consider businesses-need U-turns		x						
8	Signage consistency				x				
8	Façade clean up				x				

Attachment 3

Maps from Workshop 1

Broad Street/Highway 227 Corridor Map - Existing Conditions

- signalize 2 intersections
- intersection sight distances; remove parking
- landscaping, wider sidewalks
- channelization
- bikelanes
- zoning of businesses



Legend

Street Lights	Creeks
Building Footprints	Bridges
Businesses	Schools
Railroad Tracks	Parks
Railroad Right-of-Way	Government Owned Property

Scale: 0 100 200 400 Feet

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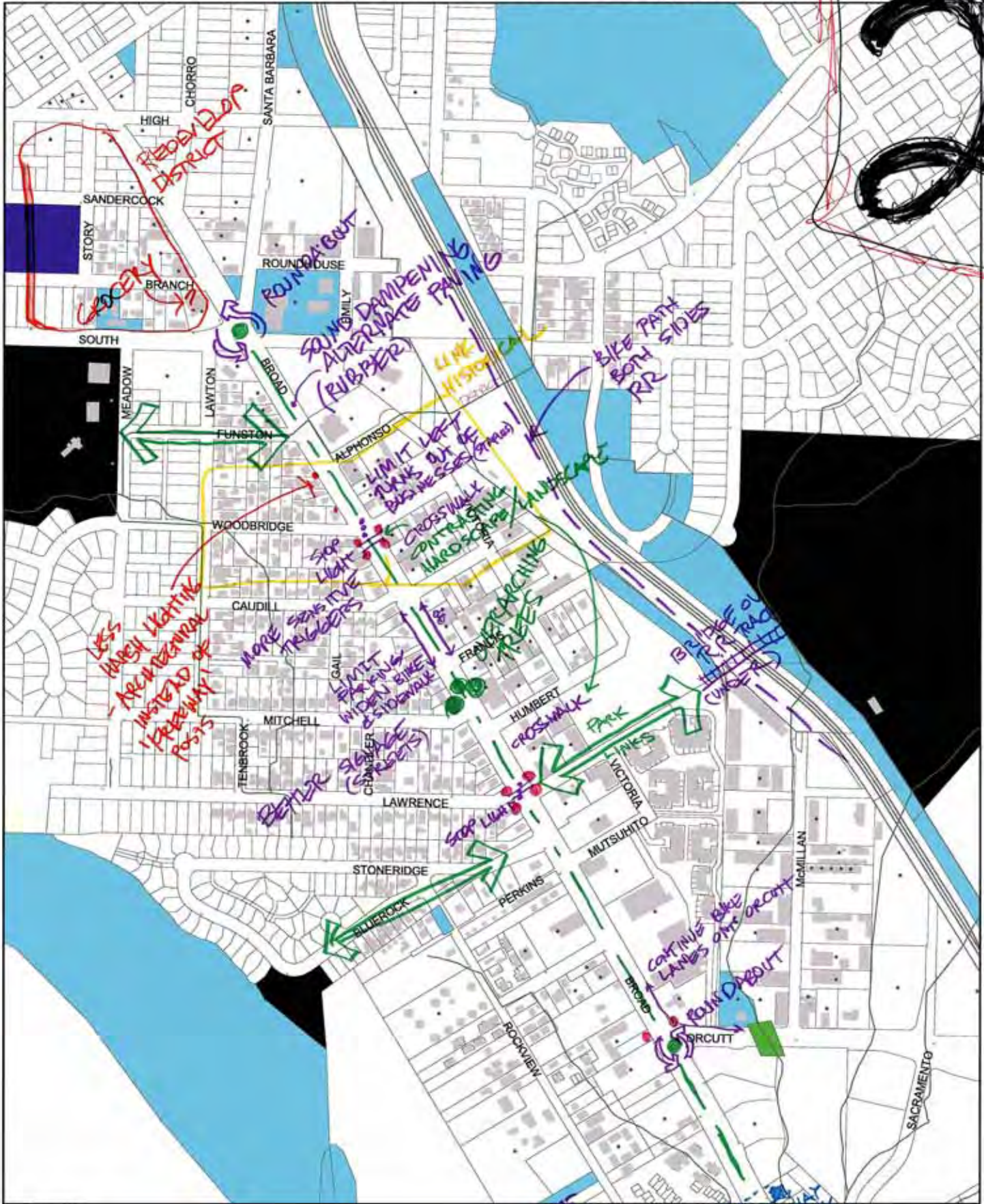
San Luis Obispo

widens Orcutt RR Xing

pedest. o.c.

Area of Concern

Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

- Street Lights
- Building Footprints
- Businesses
- Railroad Tracks
- Railroad Right-of-Way
- Creeks
- Bridges
- Schools
- Parks
- Government Owned Property

REROUTE
227 TO
PRADO

Scale: 0 100 200 Feet

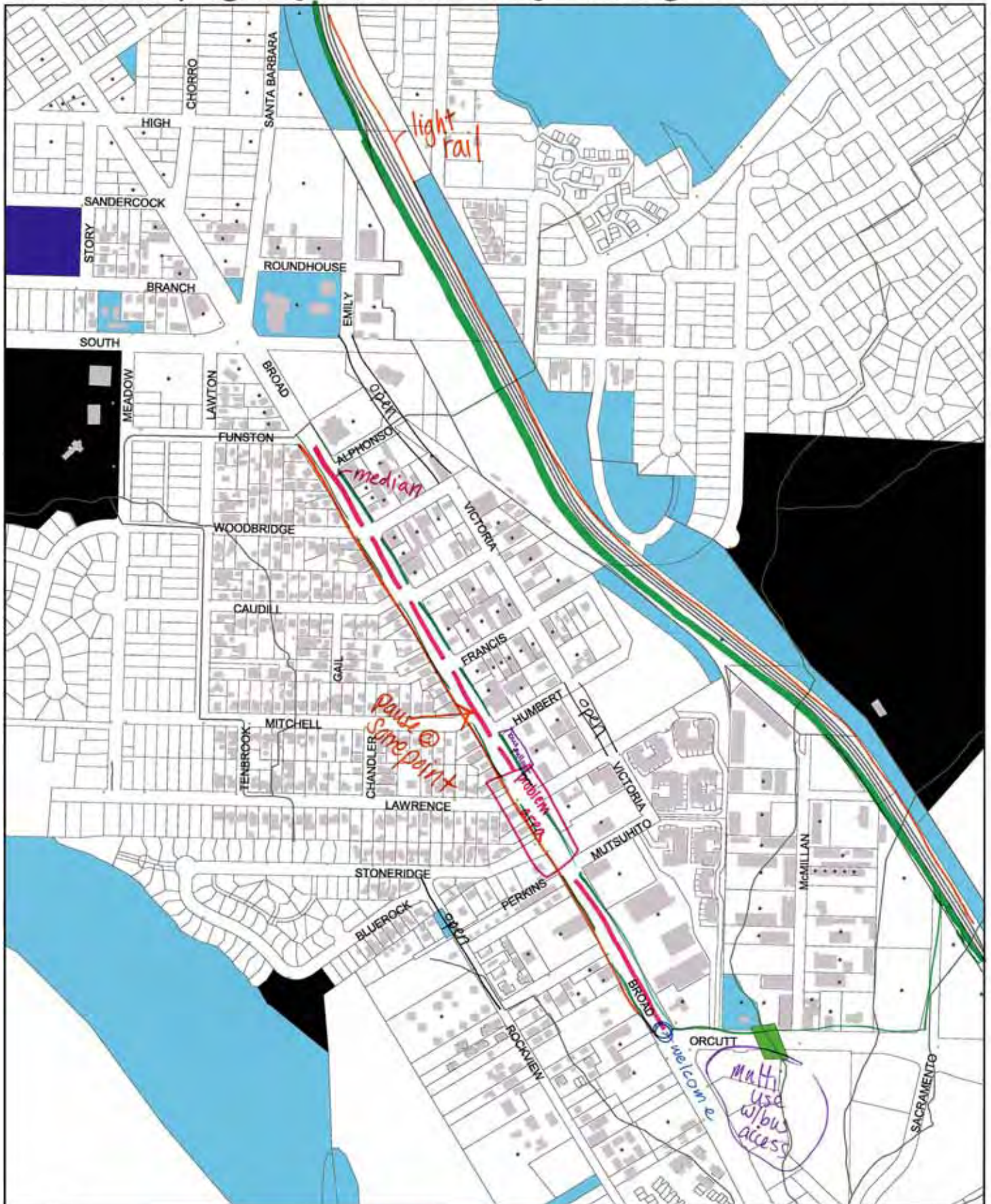


City of San Jose - Community Development Department

San Jose, California

3

Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

- Street Lights
- Building Footprints
- Businesses
- Railroad Tracks
- Railroad Right-of-Way
- Creeks
- Bridges
- Schools
- Parks
- Government Owned Property

re-route to prado

Scale
0 500 1000 Feet

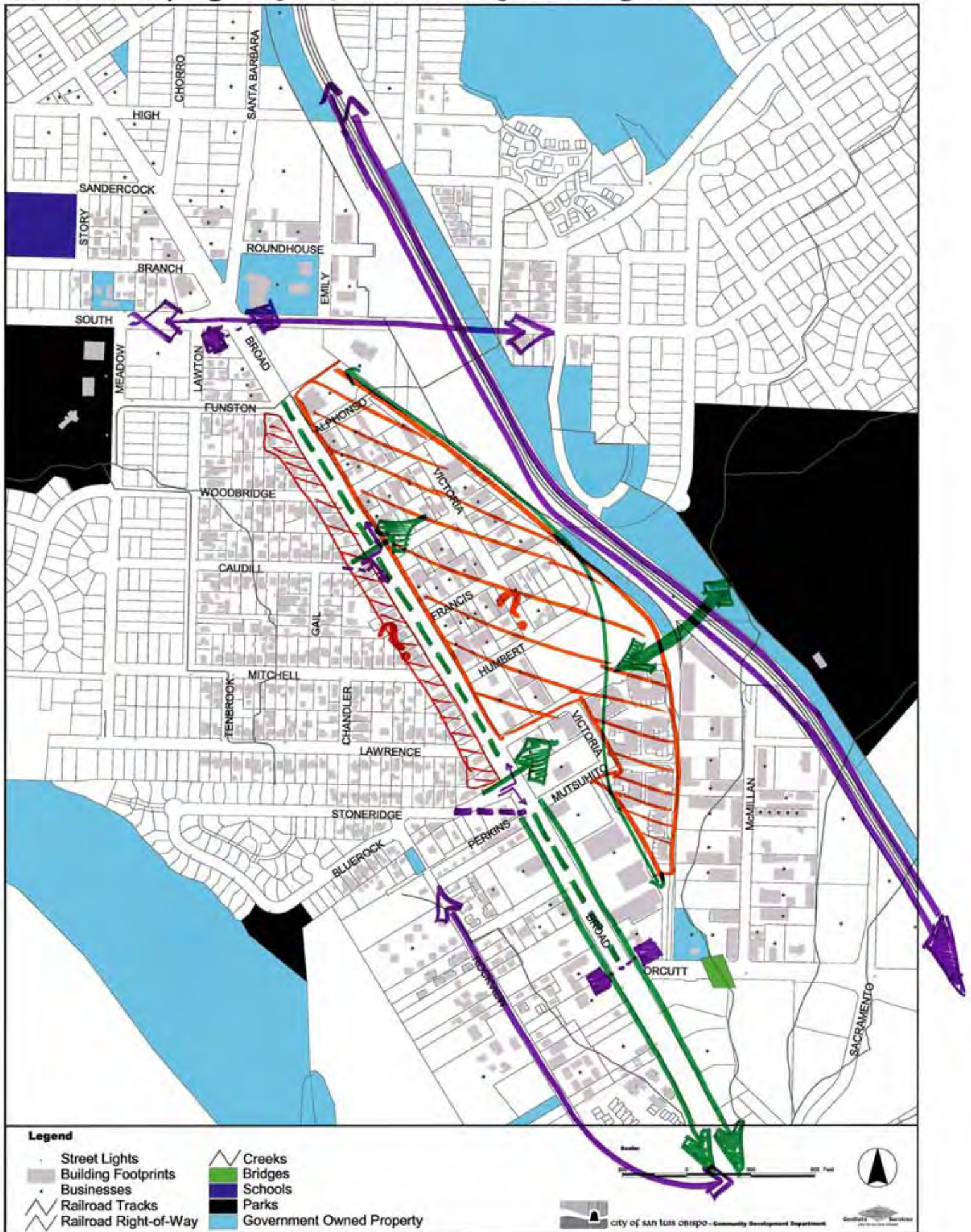


city of san luis obispo - Community Development Department

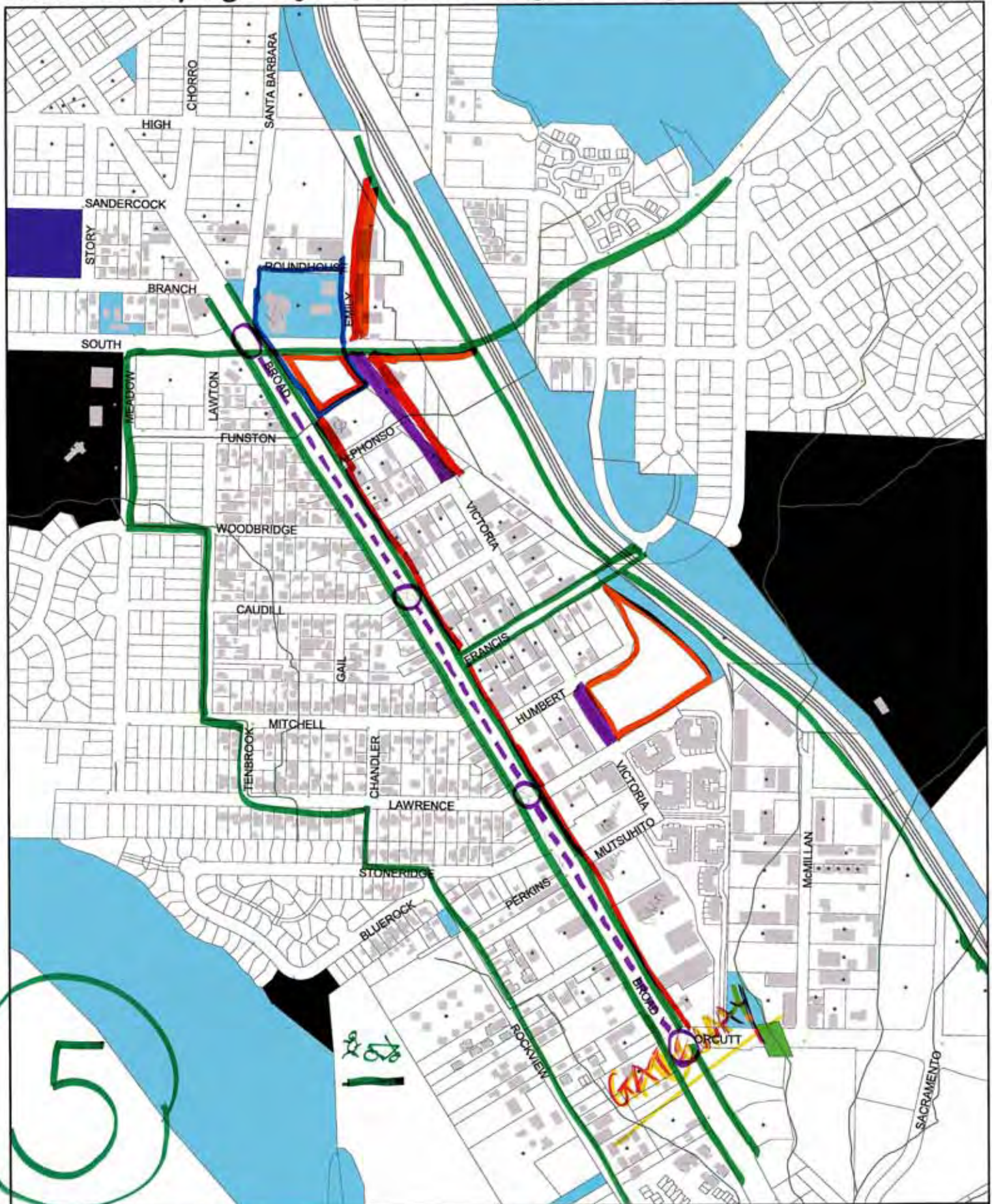


Graphic of a building and trees

Broad Street/Highway 227 Corridor Map - Existing Conditions



Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

- Street Lights
- Building Footprints
- Businesses
- Railroad Tracks
- Railroad Right-of-Way
- Creeks
- Bridges
- Schools
- Parks
- Government Owned Property

Scale

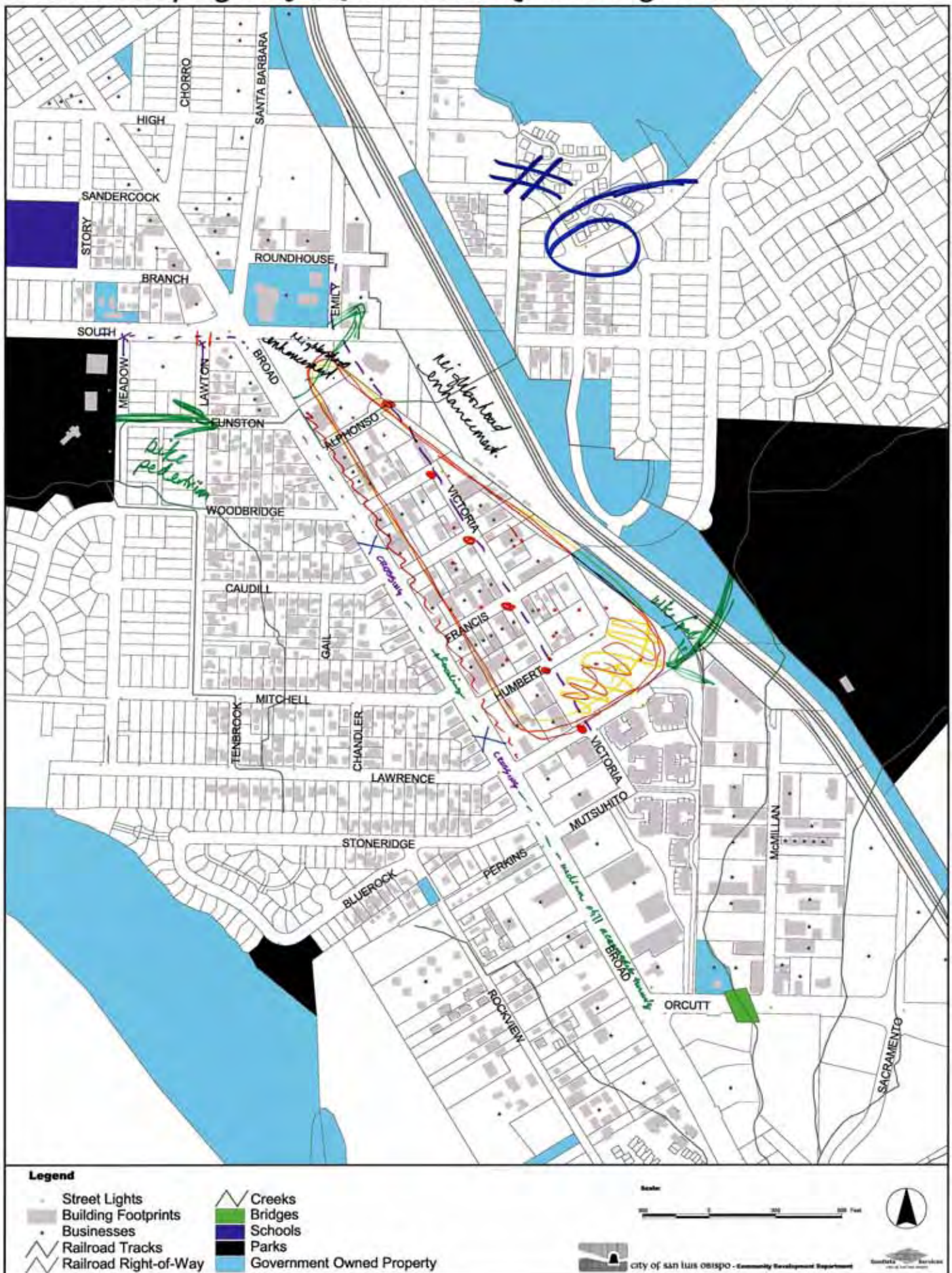
0 100 200 300 Feet



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Broad Street/Highway 227 Corridor Map - Existing Conditions



7

Cal Poly
High School
Downtown

Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

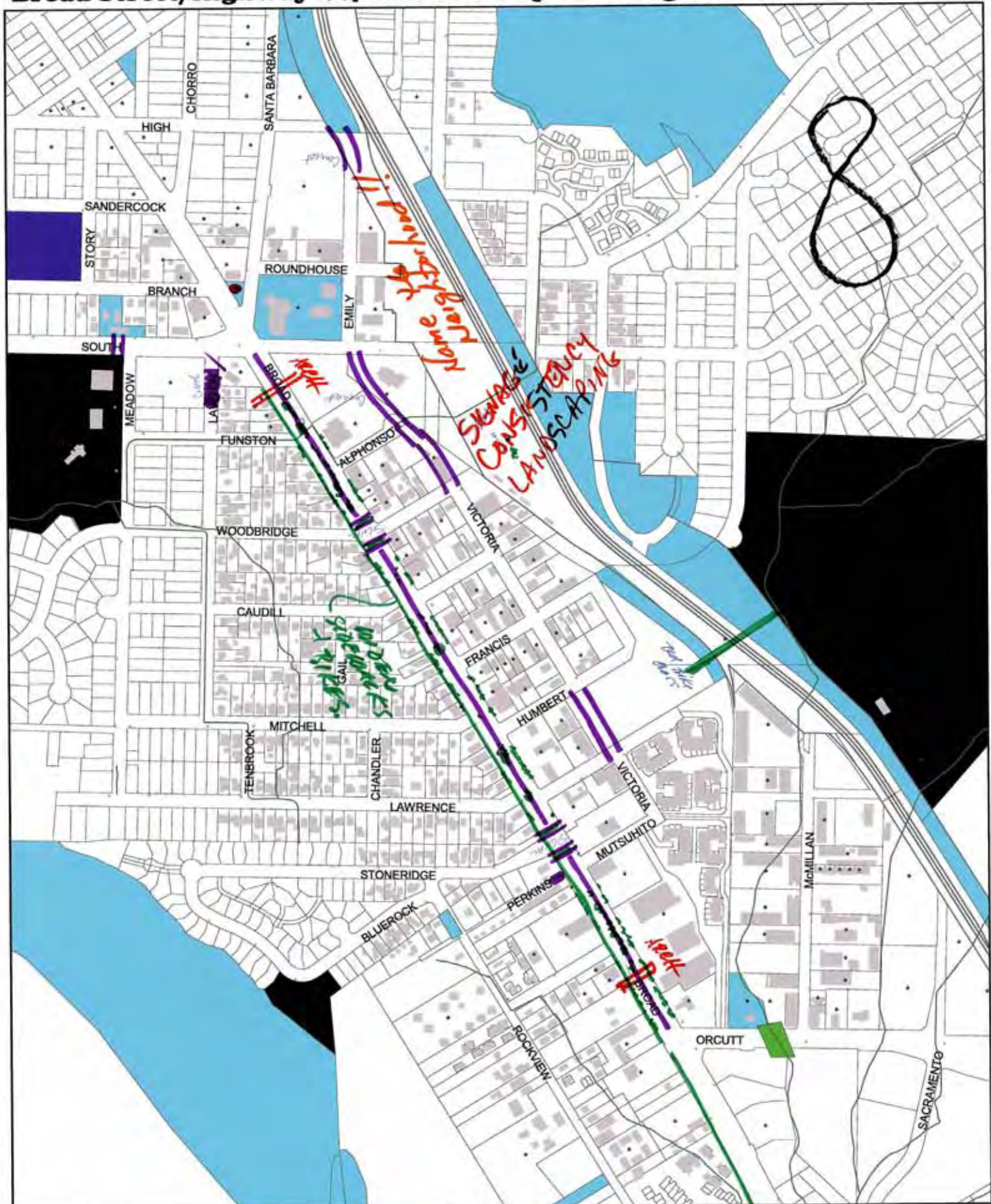
- Street Lights
- Building Footprints
- Businesses
- Railroad Tracks
- Railroad Right-of-Way
- Creeks
- Bridges
- Schools
- Parks
- Government Owned Property
- Center Median
- Alternate Route
- Class I Bike Route
- Overpass for ped/bike
- Roundabout

Scale: 0 100 200 Feet

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7

Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

- Street Lights
- Building Footprints
- Businesses
- Railroad Tracks
- Railroad Right-of-Way
- Creeks
- Bridges
- Schools
- Parks
- Government Owned Property

Scale
0 100 200 300 Feet



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Attachment 4

Community Values and Neighborhood Features Matrix from Workshop 2

Broad Street Enhancement Community Planning Workshops

Community Values and Neighborhood Features Matrix

Value 1: Reduce Traffic Impact <i>Reduce traffic speed, improve safe turning opportunities and local circulation, reduce traffic noise. (78.9%)</i>		
Feature	Considerations	Preference
A. Landscaping along and within streets	<ul style="list-style-type: none"> ▪ Calms traffic ▪ Beautifies ▪ Maintenance ▪ Site distance – visibility of pedestrians 	
B. Increase signalization at intersections	<ul style="list-style-type: none"> ▪ Increased pedestrian safety ▪ Improves pedestrian and auto crossing of Broad ▪ Causes delays for through traffic ▪ High cost to construct and maintain ▪ Route alternation to avoid or bypass signal ▪ Requires statistical warrants/safety evaluation 	
C. Control turns to safe locations (use medians to reduce access, use signage, close Lawton at South, etc.) <i>* Note: this feature also under Value 4</i>	<ul style="list-style-type: none"> ▪ Increased safety ▪ Causes delays for through traffic ▪ Requires “out of direction” travel ▪ Requires traffic analysis to consider U-turn concentrations and fewer left turn options 	
D. Narrow travel lanes (using gateway treatment, wider sidewalks, etc.)	<ul style="list-style-type: none"> ▪ Slower speeds ▪ Brings traffic closer to sidewalks ▪ Difficult for trucks, busses, large SUVs and recreational vehicles ▪ Potential diversion of traffic to alternate routes ▪ Generally difficult to obtain approval due to safety concerns 	
E. Establish parallel routes (Victoria, re-route 227 to Prado, etc.) <i>* Note: this feature also under Value 2, 8</i>	<ul style="list-style-type: none"> ▪ Facilitates all 4 value components ▪ Improves overall circulation ▪ Reduces demand on Broad ▪ High cost to construct and maintain ▪ Impacts to property owners ▪ Disruption to existing neighborhood 	

F. Use roundabouts <i>* Note: this feature also under Value 4, 8</i>	<ul style="list-style-type: none"> Improved traffic flows Low maintenance Driver confusion Substantial right-of-way requirements Pedestrian safety 	
G. Use sound dampening paving	<ul style="list-style-type: none"> Significant noise reduction Not appropriate for all applications Pavement life 	
H. Reduce posted speed limit/increase enforcement	<ul style="list-style-type: none"> Perception of slower traffic speeds Difficult to enforce Consistency with vehicle code required Increased travel times for through traffic Potentially lengthy process Increased speed differential 	
I. Improve transit options (pullouts, light rail along track, jitneys) <i>* Note: this feature also under Value 4</i>	<ul style="list-style-type: none"> Options reduce car trips High cost to construct and maintain Requires behavior change Difficult for busses to pull back out 	

Value 2: Safe biking and walking
Provide safe pedestrian and bicycle access through and within the planning area.
(69.8%)

Feature	Considerations	Preference
J. Use bridges to connect features (bridge to Sinsheimer Park, elevated pedestrian crossing of Broad)	<ul style="list-style-type: none"> Safest crossings Promotes neighborhood connectivity High cost to construct and maintain High visual impact 	

E. Establish parallel routes (Victoria) connection, ped/bike connection through Stoneridge <i>* Note: this feature also under Value 1, 8</i>	<ul style="list-style-type: none"> ▪ Lower traffic improves safety ▪ Reduces demand on Broad ▪ May displace or disrupt existing uses/established neighborhoods ▪ High cost to construct and maintain 	
K. Class II bikeways (on street)	<ul style="list-style-type: none"> ▪ Wider bikeways increase bicyclist safety ▪ Parking or lane width impacted ▪ Parking prohibited in bike lane 	
L. Class I bikeways (off street, e.g. along west side of tracks, and/or parallel to Broad but elevated or detached from street)	<ul style="list-style-type: none"> ▪ Safe paths ▪ Encourages more bicycle riding ▪ Not easily maintained 	
M. Detached sidewalks (landscaping between sidewalk and street)	<ul style="list-style-type: none"> ▪ Attractiveness encourages use ▪ Perceived and/or real increased safety ▪ Consideration for site distance 	
N. Improve sidewalks and bikeways (esp. Dana Garcia, Marigold access)	<ul style="list-style-type: none"> ▪ Encourages use if system-wide ▪ Promotes ADA access ▪ Incorporate in future land use approvals 	
O. Establish more crosswalks	<ul style="list-style-type: none"> ▪ Focuses pedestrian crossings ▪ Reduced safety without controls (flashing lights, etc.) ▪ Subject to pedestrian safety evaluation 	
P. Restrict on-street parking near intersections	<ul style="list-style-type: none"> ▪ Quick implementation ▪ Increased safety ▪ On-street parking has a calming effect on through traffic ▪ May not have neighbor, business, property owner support 	

Q. Improve maintenance on sidewalks, bike paths	<ul style="list-style-type: none"> Improves usage Increased safety Ongoing costs Consider local partnerships to supplement existing maintenance 	
R. Pedestrian refuges in median	<ul style="list-style-type: none"> Improves safety as crossing divided into two components Impacts median design Restricts some car movements causing “out of direction” travel 	
S. Promote pedestrian-friendly uses	<ul style="list-style-type: none"> Calms traffic Enhances use May require significant land use changes May impact property owners 	

Value 3: Neighborhood Identity

Develop neighborhood sense of place, improved aesthetics, reduce light pollution, enhanced/expanded public facilities, protect historic resources. (67.7%)

Feature	Considerations	Preference
T. Gateway features/public art	<ul style="list-style-type: none"> Locations Improves neighborhood aesthetics Enhances travel experience 	
U. Mixed use development	<ul style="list-style-type: none"> More density encourages pedestrian activity More neighborhood services More light, noise and activity May require significant land use changes May impact property owners 	
V. New or enhanced public facilities (e.g. parks, community rooms)	<ul style="list-style-type: none"> Locations Focal point for neighborhood Initial and maintenance costs Transients 	

A. Streetscape features (benches, architectural lighting to reduce glare/light pollution, consistent landscape treatment and tree selection throughout, decorative paving) <i>* Note: landscaping also under Value 1</i>	<ul style="list-style-type: none"> Promotes walkability Encourages and promotes pedestrian-oriented environment Time to implement Existing trees limit options Width of sidewalks limit options Requires additional maintenance 	
W. Preserve older, historic buildings	<ul style="list-style-type: none"> Set the architectural tone for new development Locations of existing buildings may not be best for efficient re-development 	
X Neighborhood identification (naming of neighborhood, signage)	<ul style="list-style-type: none"> Promotes economic vitality (i.e. Larimer Square in Denver) Developing a consensus on name and design Develops neighborhood pride Some cost of signage, design elements 	
Y. Eliminate incompatible uses	<ul style="list-style-type: none"> Can support more neighborhood services May improve residential setting Takes time to implement Environmental clean-ups are likely 	

Value 8: Free-Flowing Streets

Accommodate future automobile traffic. (24.1%)

Feature	Considerations	Preference
Z. Improve existing features (status quo features)	<ul style="list-style-type: none"> Relatively consistent travel time Many turning opportunities Pedestrians walk farther to cross safely Cars stop and go less 	
C. Limit turning opportunities (right turn only at unsignalized intersections) <i>* Note: this feature also under Value 1</i>	<ul style="list-style-type: none"> Eliminates cross traffic Involves more circuitous routes (out of direction) 	

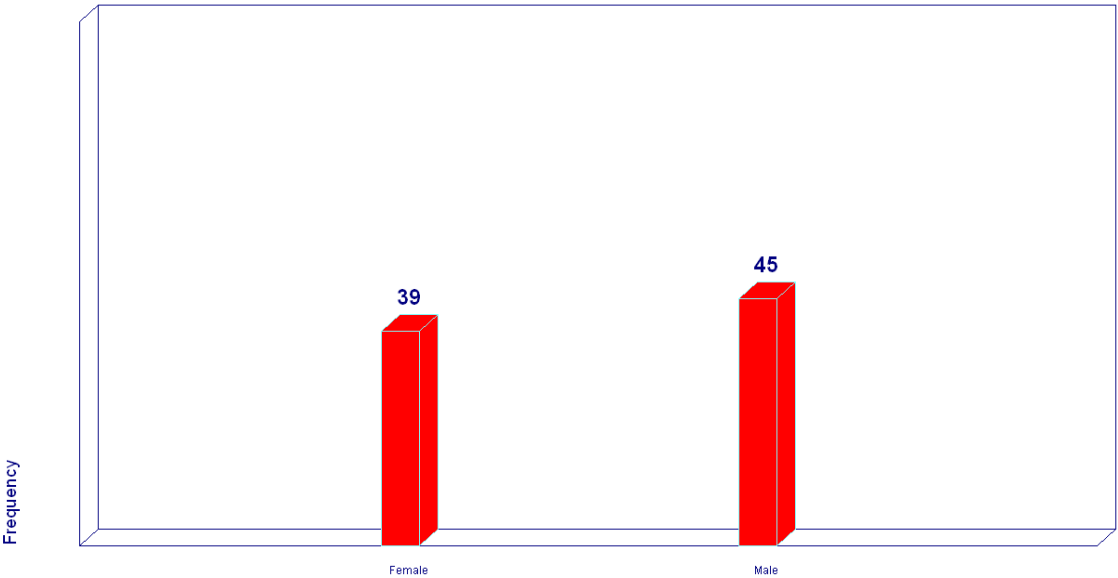
<p>E. Establish alternative routes (extend South St. across tracks) <i>* Note: this feature also under Value 1, 2</i></p>	<ul style="list-style-type: none"> ▪ Might lessen need for RR overpass at Orcutt ▪ Reduces total number of cars that would need access to Broad Street ▪ Adjacent neighborhood opposition ▪ High cost to construct and maintain 	
<p>E. Re-route 227 to an extended Prado Road <i>* Note: this feature also under Value 1,2</i></p>	<ul style="list-style-type: none"> ▪ Possible diversion of traffic from South and Broad ▪ A change in designation doesn't necessarily reduce trips ▪ City would control improvements and design ▪ Impacts to adjacent property owners and neighbors 	
<p>AA. Develop overpass at Orcutt grade crossing</p>	<ul style="list-style-type: none"> ▪ High cost to construct and maintain ▪ Aesthetic impacts ▪ Reduce some trips down Broad ▪ Improves pedestrian and bike safety ▪ Business impacts 	
<p>AB. Develop frontage road along railroad tracks <i>* Note: this feature also under Value 1,2</i></p>	<ul style="list-style-type: none"> ▪ Land acquisition (cost) ▪ High cost to construct and maintain ▪ Aesthetic impacts ▪ Spreads vehicle trips out over more road sections ▪ Lessen demand on Broad by providing alternate parallel route ▪ Need to coordinate with RR 	
<p>F. Use roundabouts (increase through-put at key intersections) <i>* Note: this feature also under Value 1</i></p>	<ul style="list-style-type: none"> ▪ Pedestrian movements may be difficult ▪ Requires substantial right-of-way ▪ People are unfamiliar ▪ Keeps traffic moving 	
<p>I. Enhance existing transit features <i>* Note: this feature also under Value 1</i></p>	<ul style="list-style-type: none"> ▪ May not increase ridership much unless routes change ▪ Makes transit more appealing 	

Attachment 5

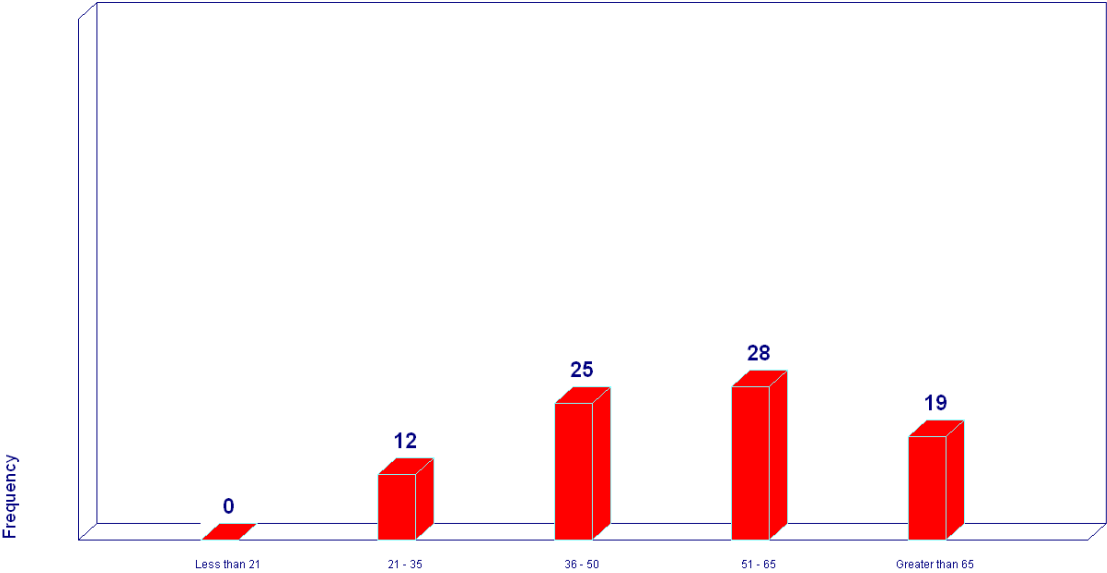
Demographic Results from Workshop 2

Demographic Information
May 20, 2004

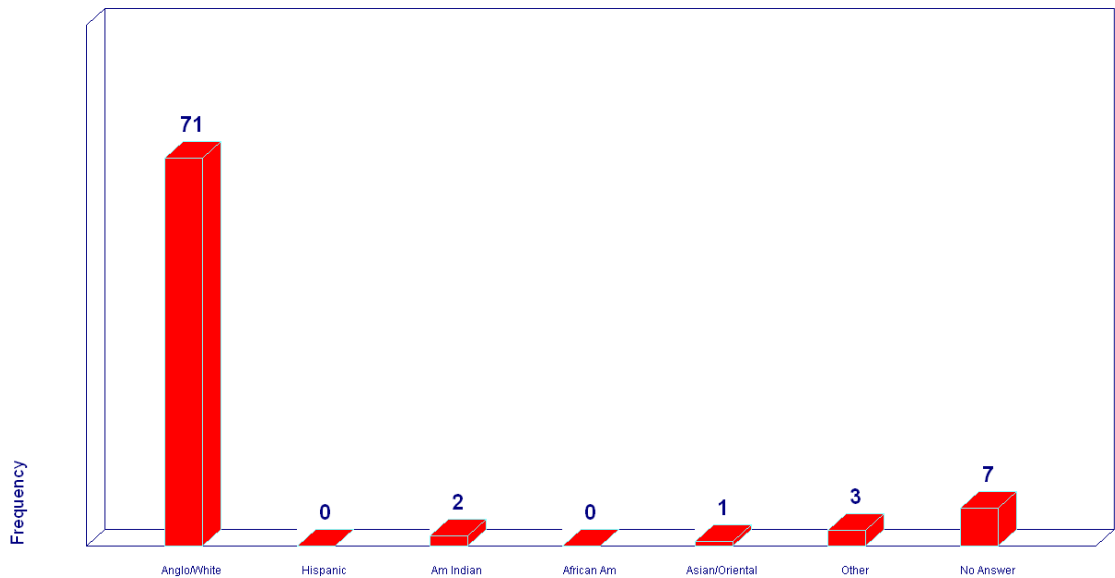
A- What is your gender?



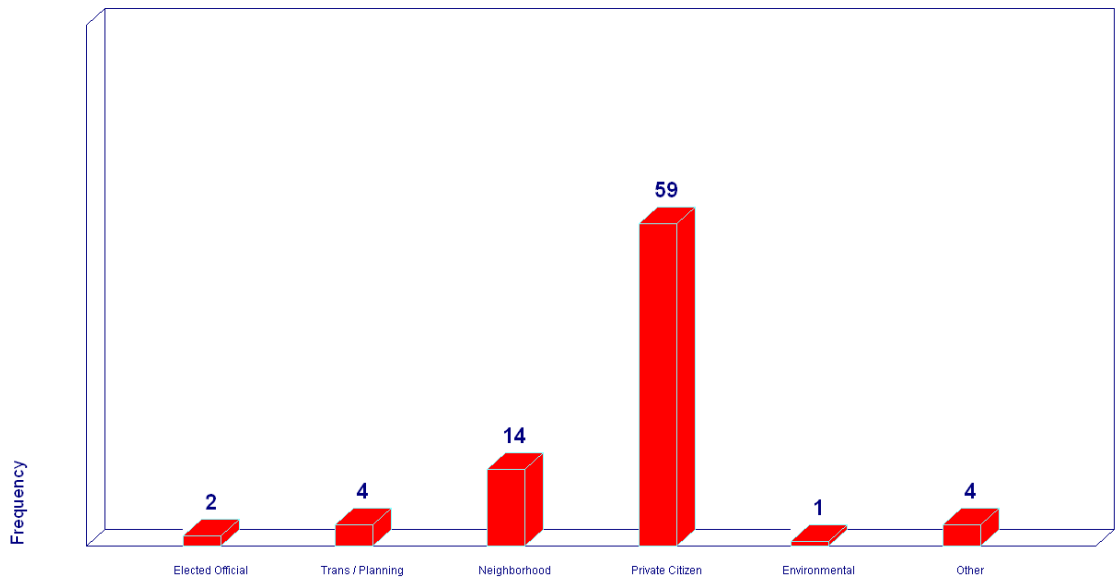
B- What is your age?



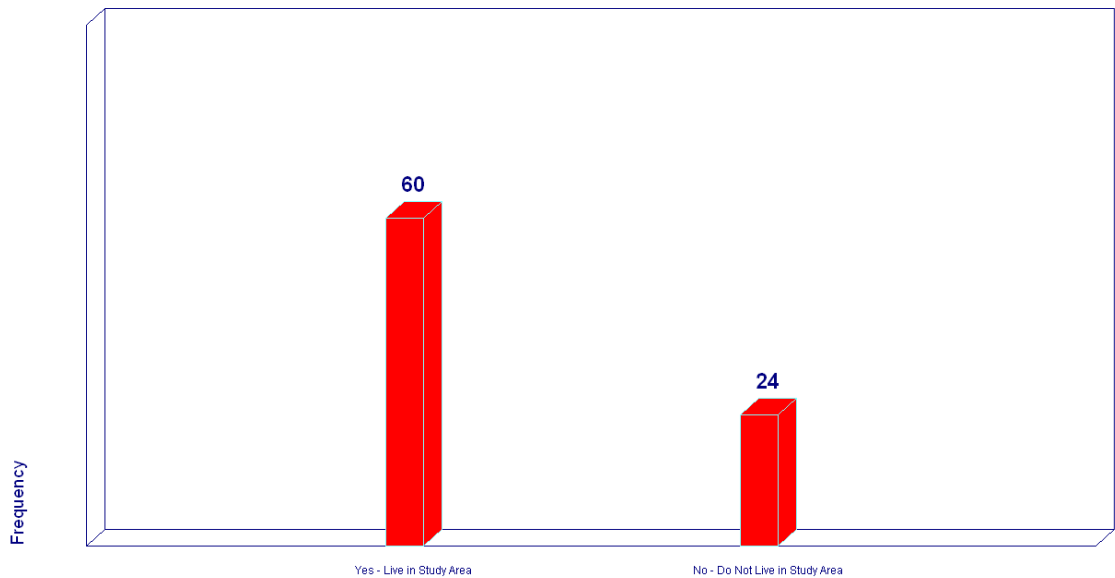
C- What is your racial or ethnic background?



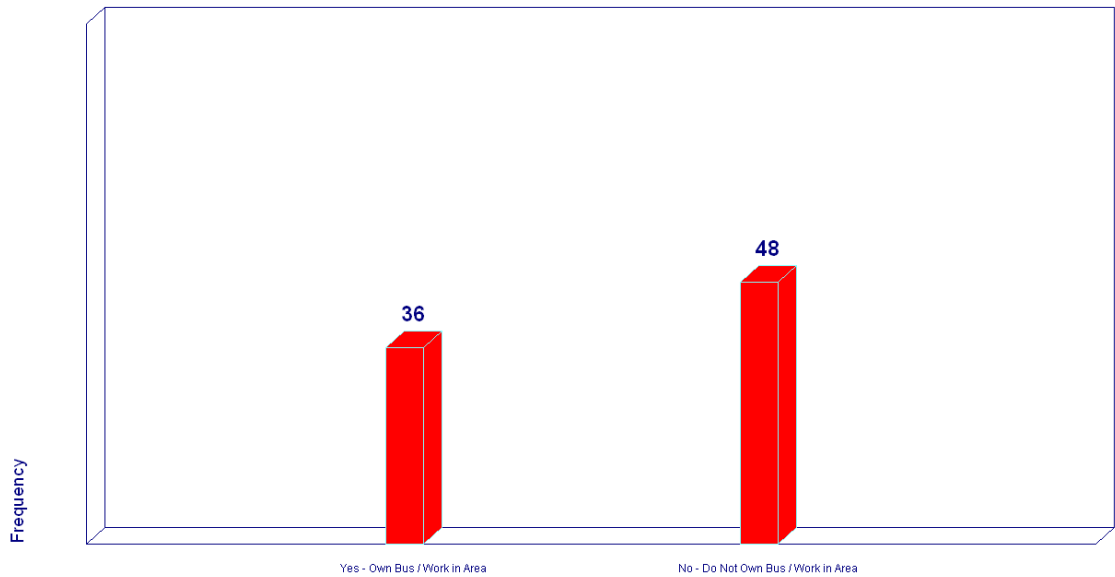
D- Which of the following subgroups BEST describes you?



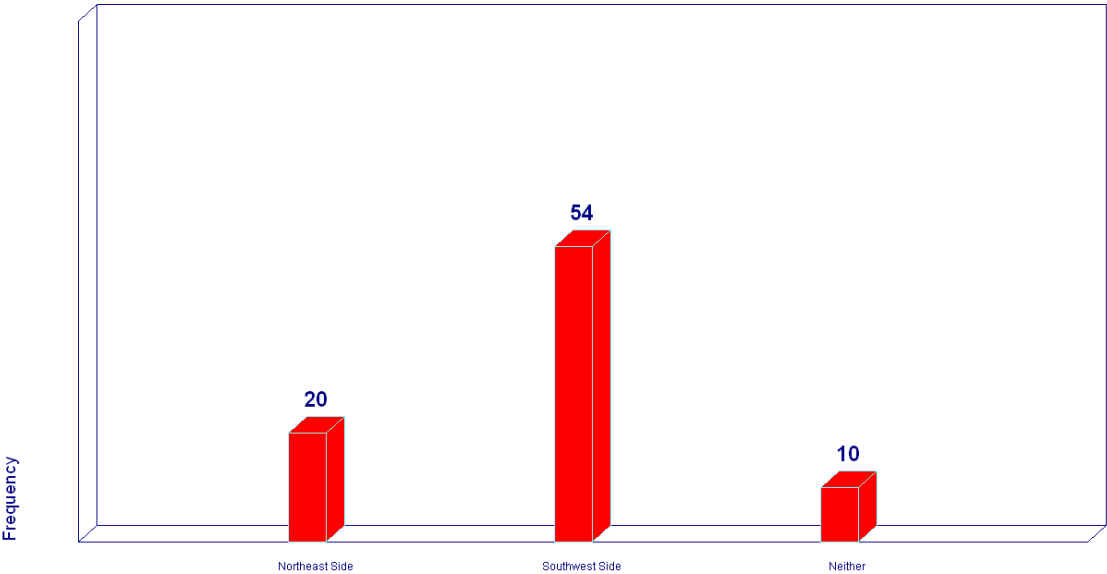
E- Do you live in the study area?



F- Do you own a business or work in the study area?



G- What side of Broad Street do you represent or affiliate with?



**SR 227 Broad Street Workshop
Ranking of Design Features - All Participants
May 20, 2004**

Feature	Number of Participants Selecting Feature	Percentage of Participants Selecting Feature	Rank Order
A-Landscaping along and within streets	49	59%	1
B-Increase signalization at intersections	45	54%	2
G-Use sound dampening paving	39	47%	3
O-Establish more crosswalks	38	46%	4
C-Control turns to safe locations (use medians to reduce access, use signage, close Lawton at South, etc.)	36	43%	5
P-Restrict on-street parking near intersections	33	40%	6
E-Establish parallel routes (Victoria, re-route 227 to Prado, etc.)	32	39%	7
R-Pedestrian refuges in median	30	36%	8
H-Reduce posted speed limit/increase enforcement	29	35%	9
J-Use bridges to connect features (bridge to Sinsheimer Park, elevated pedestrian crossing of Broad)	29	35%	9
N-Improve sidewalks and bikeways (esp. Dana Garcia, Marigold access)	24	29%	11
L-Class I bikeways (off street, e.g. along west side of tracks, and/or parallel to Broad but elevated or detached from street)	24	29%	11
U-Mixed use development	23	28%	13
F-Use roundabouts	22	27%	14
M-Detached sidewalks (landscaping between sidewalk and street)	19	23%	15
2B-Develop frontage road along railroad tracks	19	23%	15
S-Promote pedestrian-friendly uses	17	20%	17
X-Neighborhood identification (naming of neighborhood, signage)	15	18%	18
T-Gateway features/public art	15	18%	18
2A-Develop overpass at Orcutt grade crossing	13	16%	20
Y-Eliminate incompatible uses	13	16%	20
I-Improve transit options (pullouts, light rail along track, jitneys)	13	16%	20
W-Preserve older, historic buildings	12	14%	23
Z-Improve existing features (status quo features)	11	13%	24
D-Narrow travel lanes (using gateway treatment, wider sidewalks, etc.)	10	12%	25
K-Class II bikeways (on street)	10	12%	25
V-New or enhanced public facilities (e.g. parks, community rooms)	8	10%	27
Q-Improve maintenance on sidewalks, bike paths	8	10%	27

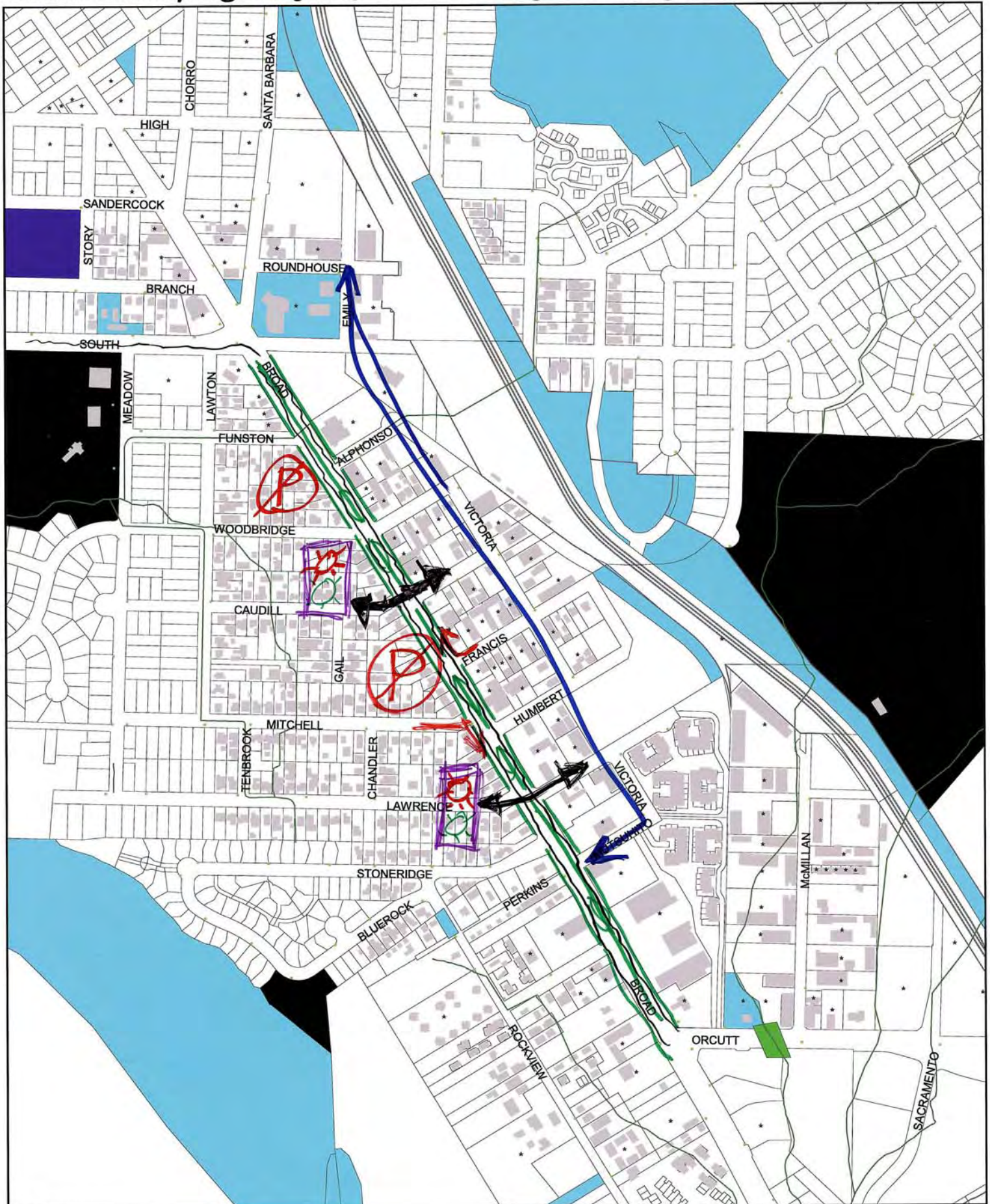
SR 227 Broad Street Workshop
Ranking of Design Features by Demographic Category
May 20, 2004

Feature	Demographic Categories																				
	Total	Gender		Age				Ethnicity							Location of Residence		Location of Work or Business		Affiliation		
	All participants	Female	Male	21 - 35	36 - 50	51 - 65	Greater than 65	Anglo/White	Other	Rather not answer	Transportation / Planning Agency	Neighborhood Group Representative	Private Citizens	Other	Live in Study Area	Do Not Live in Study Area	Own Business or Work in Study Area	Do Not Own Business or Work in Study Area	Northeast Side	Southwest Side	Neither
Number of Participants	83	39	44	12	25	28	18	70	3	7	4	14	58	4	60	23	35	48	20	53	10
A-Landscaping along and within streets	1	1	1	1	1	1	7	1	3	1	2	4	1	1	1	1	2	1	4	2	1
B-Increase signalization at intersections	2	2	2	19	2	1	1	2	2	2	8	2	2	5	2	5	1	3	3	1	14
G-Use sound dampening paving	3	3	4	10	6	3	1	3	3	8	8	1	4	5	3	2	4	5	9	4	5
O-Establish more crosswalks	4	5	3	5	6	5	1	4	18	2	16	4	3	12	3	5	7	2	6	3	14
C-Control turns to safe locations	5	3	9	10	3	4	7	5	3	8	2	7	5	1	5	2	3	10	1	8	5
P-Restrict on-street parking near intersections	6	6	8	14	6	8	4	6	18	2	2	10	5	5	9	2	8	4	18	6	3
E-Establish parallel routes	7	8	4	10	11	6	5	7	1	11	1	4	9	5	8	8	6	6	10	7	5
R-Pedestrian refuges in median	8	9	6	10	4	11	5	7	18	11	5	7	10	1	10	5	8	6	5	9	3
H-Reduce posted speed limit/increase enforcement	9	11	6	20	10	6	7	9	3	2	16	3	8	24	6	14	5	13	10	5	22
J-Use bridges to connect features	9	7	11	5	4	10	13	9	3	8	8	10	7	12	6	14	10	6	2	9	22
N-Improve sidewalks and bikeways	11	12	11	5	6	14	15	11	3	15	5	17	11	12	11	11	12	11	10	9	11
L-Class I bikeways	11	12	11	2	11	12	15	13	3	2	8	10	13	5	12	10	12	11	10	12	5
U-Mixed use development	13	9	14	2	13	12	15	12	3	11	8	26	11	1	15	8	20	9	10	14	2
F-Use roundabouts	14	20	10	5	13	9	27	16	3	2	8	7	14	12	13	11	10	15	6	14	9
M-Detached sidewalks	15	14	16	14	17	14	7	14	18	15	16	20	14	5	15	14	15	14	22	13	9
2B-Develop frontage road along railroad tracks	15	17	14	25	13	14	7	14	18	25	5	10	16	5	18	11	12	17	6	18	14
S-Promote pedestrian-friendly uses	17	17	18	2	23	14	19	17	3	15	8	10	16	12	13	24	20	15	10	14	18
X-Neighborhood identification	18	23	16	25	17	22	7	18	18	11	16	10	19	24	20	14	15	19	10	24	11
T-Gateway features/public art	18	17	20	14	13	20	26	18	18	15	16	17	19	12	15	24	15	19	18	14	22
2A-Develop overpass at Orcutt grade crossing	20	14	26	20	20	25	13	20	18	15	16	26	16	12	20	18	25	18	24	19	14
Y-Eliminate incompatible uses	20	14	26	14	23	22	15	22	3	15	16	10	21	24	19	24	15	23	18	19	22
I-Improve transit options	20	23	19	25	17	14	22	20	18	15	8	17	23	12	20	18	23	19	18	26	11
W-Preserve older, historic buildings	23	20	23	14	20	22	22	22	3	15	16	20	21	12	20	20	20	23	22	22	18
Z-Improve existing features (status quo features)	24	22	23	20	27	20	19	24	3	15	16	26	23	12	25	20	23	23	24	19	22
D-Narrow travel lanes	25	26	20	25	20	14	27	24	18	15	16	20	25	24	20	27	15	28	10	28	18
K-Class II bikeways (on street)	25	26	20	5	23	27	22	24	3	25	16	20	26	12	26	20	25	23	24	22	22
V-New or enhanced public facilities	27	26	23	20	27	25	22	28	3	25	16	20	27	24	28	20	28	22	24	27	18
Q-Improve maintenance on sidewalks, bike paths	27	25	26	20	23	27	19	27	18	25	16	20	27	12	26	27	25	27	28	24	22

Attachment 6

Map from Workshop 2

Broad Street/Highway 227 Corridor Map - Existing Conditions



Legend

- Street Lights
- Building Footprints
- Businesses
- ≡ Railroad Tracks
- ≡ Railroad Right-of-Way
- △ Creeks
- Bridges
- Schools
- Parks
- Government Owned Property

Scale

300 0 300 600 Feet



city of san luis obispo - Community Development Department

GeoData Services
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